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The Hongkong Telegraph.

(ESTABLISHED 1881.)

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THURSDAY, OCTOBER 9, 1919.

日六十月八

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REUTER'S TELEGRAMS.

FIGHTING THE BOLSHEVKS.

IMPORTANT RAILWAY LINE CUT.

Stockholm, October 7.
Reports from Reval show that General Rodzianko's offensive against the Bolsheviks promises satisfactorily. The railway line from Pskoff to Petrograd has been cut, forcing the Bolsheviks to a difficult retirement by road.

FIELD MARSHAL ALLENBY

MADE A FREEMAN OF LONDON.

London, October 7.
A most distinguished gathering took place at the Guildhall on the occasion of the conferment of the Freedom of the City of London on Field Marshal Allenby, who was accompanied by his wife. The company included the Emir of Feisal, Field Marshal Haig, the Premier, Mr. Bonar Law and other members of the Cabinet, leading Generals, the Archbishop of Canterbury, Cardinal Bourne and the Chief Rabbi. After the time-honoured ceremony, the customary lunch was held at the Mansion House. Mr. Lloyd George was given an ovation en route.

THE RAILWAY SITUATION AT HOME.

RESUMPTION OF WORK DELAYED.

London, October 7.
The Ministry of Transport stated last evening that there has been a little difficulty at some places in the country, because all the men were not taken on immediately. The dislocation of traffic made it impossible for everyone to resume immediately, but it is hoped that everything will be normal to-day.

FORTHCOMING FRENCH ELECTIONS.

A CHANGE IN VOTING CONDITIONS.

Paris, October 7.
Never since the fall of the Empire have the Parliamentary elections caused such speculation. This is due to the fact that voting will be by Departments instead of by Districts. Eighty-seven Electoral Departments replace 600 Districts. Hence an elector, instead of voting for a single Deputy, will vote for as many as are allocated to his Department. The largest Department is that of Seine, which includes Paris, returning 54 Deputies. Up to the present the Royalists and Socialists have not participated in the general re-grouping of parties which is proceeding in consequence of the altered conditions, but it is expected that the Socialists in several Departments will group with the Radicals. The date of the elections will probably be in November.

THE PEACE TREATY.

RATIFICATION BY ITALY.

Paris, October 7.
A Decree has been signed by the King of Italy ratifying the Peace Treaties with Germany and Austria. Thus two of the principal Allies have signed the Treaty and it is anticipated that French ratification will take place this week, making the third signature, after which the Treaty of Versailles comes into force.

FRENCH RAILWAYMEN'S DEMANDS.

Paris, October 7.
Without consulting the Railwaymen's Federation, the Paris State railwaymen have asked all other railwaymen in France to take an urgent decision with regard to the proposed demand of a new 100 per cent. rise in wages, plus the present bonuses, with a minimum wage of 800 francs per month.

RUMANIAN TROOPS LEAVE HUNGARY.

BRITISH FORCES AT BUDAPEST.

Berlin, October 7.
A message from Vienna says the withdrawal of Rumanian troops has begun. Hungarian troops have replaced the Rumanians at Rab, Vestspen and Stuhlweisburg. Eighteen hundred British troops have arrived at Budapest and 2,000 Italians are expected. Both are destined for policing work, after the departure of the Rumanians.

THE AMERICAN STEEL STRIKE.

MARTIAL LAW NOW DECLARED.

Chicago, October 7.
Following a parade by two thousand striking steel-workers at Gary, Indiana, martial law has been declared there and at East Chicago, Indiana. A thousand Federal troops have been stationed at Gary, owing to the inability of the State Militia to handle the situation.

PRESIDENT WILSON.

IMPROVEMENT IN HEALTH CONTINUES.

Washington, October 7.
Last night's bulletin says President Wilson had a comfortable day and he continues to improve.

REUTER'S TELEGRAMS.

THE AMERICA CUP.

SIR THOMAS LIPTON'S CHALLENGE.

New York, October 7.
A challenge for the America Cup has been received from the Royal Ulster Yacht Club on behalf of Sir Thomas Lipton. It is expected that it will be accepted.

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

INDIAN IMMIGRATION IN F.M.S.

THE CHOLERA DANGER.

Singapore, October 8.
A special meeting of the Indian Immigration Committee of Kuala Lumpur has been called to consider the advisability of stopping immigration from India on account of the threatened overcrowding of quarantine stations through the continued introduction of cholera in infected ships. It was agreed that in view of the improvement of the situation, the last three steamers not being infected, the step was not necessary. Nevertheless it was decided to recommend that considerable increases be provided to quarantine accommodation at Penang and Port Swettenham.

SHANGHAI VOLUNTEERS.

Shanghai, October 8.
The Municipal Council has been notified of the British Government's intention to supply Volunteers with the large pattern machine-guns, also an eighteen pounder battery as a result of Colonel Young's recommendations to the War Office.

SHANGHAI COOLIES-STRIKE.

Shanghai, October 8.
Public Works mafcos are on strike, demanding a 33 increase monthly. They have resumed work on the Council promising to reply in ten days.
The Japanese press is agitating for an increase for the Japanese Police.

EARLIER TELEGRAMS.

CHINA'S PEACE CONFERENCE.

Shanghai, Oct. 8.
Tang Shao-yi, the leader of the Southern Peace Delegates, has resigned. He alleges that the militarists of Canton and Peking are negotiating secretly while the Peace Conference is merely a blind to satisfy the Constitutionals.

THE SILVER MARKET.

Silver is steady.

London, Oct. 5.

OUR PEKING LETTER.

(From Our Own Correspondent.)

Peking, September 27.

Two days ago, Chin Yung-peng, the Minister of War, assumed the Premiership. Kung Hsin-chan, his immediate predecessor, after a disagreeable five months' tenure of office, resigned on Tuesday for the third time, and the President had perforce to permit him to retire from an extremely awkward position. Kung certainly acquitted himself very creditably in his dual role of Acting Premier and Minister of Finance, but as the reactionary Anfu party imposed its will upon the Government by the appointment of Wang I-tang as Northern delegate and as the Allies denied further financial assistance to China there was no other course open to him but to give way to another. The appointment of Chin Yung-peng has created a very favourable impression in spite of the fact that he is a military man. His record is clean. Moreover, he is associated with the more liberal policy which Marshal Tuan Chi Jui is showing. Indeed, it is this policy which may be said to give much needed encouragement to the President. Without it the outlook would be black indeed. Present indications point to Tuan having his eyes opened to the dangerous activities of Little Hsu, who more than any one else, stands for Japanese support and the domination of the tuchunate. Reports go to show that there is a distinct cleavage between the two revealing itself, but the definite break has not actually taken place. A rapprochement with the Yangtze tuchuns is contemplated. No great difficulties should deter its accomplishment, for Li Shun and his colleagues have formed an enlightened moderate combination which only required some such accession of strength as that which would be given by the alignment of several of the northern tuchuns to exercise a controlling influence upon national affairs. It is never safe to prophesy, but this much can be said: that those who are following events closely are on the tiptoe of expectation. Something big is planned. Eyes are turned towards Tientsin.

It is quite true that Dr. Reinsch the late American Minister to China, now on his way home has been appointed counsellor to the Chinese Government. This appointment is similar to those held by Dr. Morrison and Dr. Ariga, but the American designation of counsellor is preferred to the more common term adviser. His salary will be twenty thousand dollars per annum and the agreement dates from October first. It was signed before he left Peking.

The failure to bring about the resumption of the Internal Conference was not unexpected. Wang I-tang has been harshly rebuffed, but of course he is not eager to admit defeat and is remaining in Shanghai. Several of the Northern delegates have returned to Peking, and the efforts to bring about a settlement are again suspended. Still, one cannot help the thought, that Parliament will not be required to give its assent to the Cabinet changes involved by the resignation of Kung Hsin-chan. Were it so the Anfu party would probably dictate the new selection. This is

averted by making acting appointments only. Chen Yung-peng is Acting Premier only. No one takes up the portfolio of Finance laid down by Kung, but Li Shih-hai, the Vice-Minister, is appointed to take charge of the affairs of the Ministry.

Chang Tuo-lin, the Inspector-General of the Three Eastern Provinces does not like being asked by Peking to apologise to the Japanese Government in the person of the Japanese Consul General at Mukden for the offence committed by Chinese soldiers in the fracas near Changchun in July last. This humiliation is indeed unnecessary. It is all the more bitter in view of the fact that the Japanese soldiers were at fault in invading the Chinese barracks, but this the Japanese will not admit. If Chang has to submit to this indignity he will no doubt soothe his feelings by adopting the amusing precedent set by Chang Hsun at Nanking in 1913. Chang Hsun proceeded in state to the Japanese Consulate, tendered his apology, partook of some refreshment, and then visited the other consulates in turn, giving the impression that he was making a round of calls. In this connection it is interesting to note that the United States Government was satisfied with a written apology for the firing upon the American gunboat Monocacy on the Yangtze last year. Japan however insists upon a humiliating personal apology for an offence provoked by her own nationals.

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TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s 2 11-16d.

THE WEATHER.

Forecast—Fair. Barometer—29.90. Temperature 2 p.m.—30. Humidity 2 p.m.—63.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

A CORRECTION.

Sir,—We beg to refer to the article which appeared in several South China newspapers some days ago, concerning the sale of the firm of Messrs. Meurer Freres, which is not quite correct. In reality, the Head Office of Meurer Freres, which was up to now in Canton, has been transferred to Paris. It is only the China business of the firm which passed in the hands of Messrs. Andersen, Meyer and Co. Ltd. who are associated with Meurer Freres as members of the Pacific Development Corporation of New York.

Yours etc.
ANDERSEN MEYER & CO. LTD.,
CH. NORTH,
Manager.
Canton, Oct. 8th, 1919.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Royal Hongkong Yacht Club.
—Annual meeting—5.30 p.m.
Humphreys Estate and Finance Co., Ltd.—Extraordinary general meeting—noon.
Coronet Theatre—5.15 and 9.15 p.m.
Victoria Theatre—9.15 p.m.

SATURDAY, OCTOBER 11:

Gymkhana at Happy Valley.
Dairy Farm, Ice and Cold Storage Co., Ltd.—Annual meeting—12.30 p.m.
Cadet Corps—Sports at V.R.C.—3 p.m.

Wang has been the victim of a "frame up" as our American friends say. It is not beyond suspicion that the liberal elements in the North being unable to oppose the appointment of Wang I-tang, made an understanding with Southern representatives for the action of the latter. The many conversations which have taken place between the representatives of the leaders on both sides cannot have been altogether abortive.

Czecho-Slovakia is the first of the new nations to express a desire to enter into treaty relations with China. Formal negotiations have not yet been opened, but conversations have taken place in Paris. The Waichaiopu informed me that the basis of such a treaty and of all other new treaties would be reciprocity, which of course implied that China would not accord extra-territorial privileges.

There is to be a big opium burning to-morrow at the Temple of Agriculture. Seizures of opium pipes, morphis and needles which have accumulated since June, 1915, will be publicly destroyed, and representatives of the International Anti-Opium Association will be present. Some Chinese, at any rate appear to be in earnest regarding the eradication of this evil.

Parliament, which is in regular session, but sitting informally, worried over the American Peking report, will discuss news from Shanghai and Peking at the Chamber of Commerce.

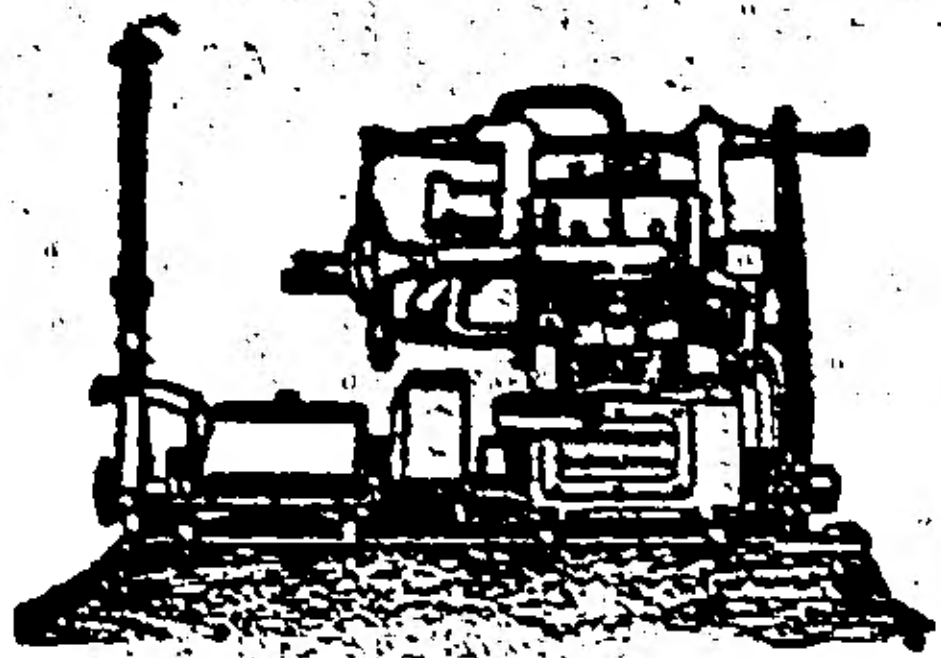


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Hongkong, 16th August, 1919.

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THE NEW PORTUGUESE PRESIDENT.

SKETCH OF HIS CAREER.

Lisbon, August 10.—On August 6, Dr. Antonio Jose d'Almeida was elected by a majority in the Congress, sixth President of the Portuguese Republic for the term of four years. The election was closely contested, being only decided upon a third ballot. The rival candidates were Dr. d'Almeida and Dr. Teixeira Gomes, Portuguese Minister in London. The three votes gave—

Candidate.	1st.	2nd.	3rd.
Dr. Antonio Jose d'Almeida	87	93	123
Dr. Teixeira Gomes	82	83	31

Dr. d'Almeida is one of the best-known men in Portugal. His life has been devoted to the Republic. While still at Coimbra in 1880 he published, in a student's paper, the *Ultimatum*, an article entitled, "The last Braganza," for which he suffered three months' imprisonment. In 1891 he took an active part in the revolutionary movement in Oporto. In 1895 he sailed to St. Thome, where, he remained in the active exercise of his profession as a medical man until 1903. In 1904 he returned to Europe and spent some time in Paris, where he attended the hospitals. Later in the year he returned to Lisbon and at once recommenced political propaganda as an ardent champion of the Republic.

No man worked more for the Republic in the years that immediately followed or contributed more to the establishment of the Republic in Portugal. An eloquent and impassioned speaker, he was the most popular of platform orators during the combat with the Monarchy. By word and pen, in Parliament and in the Press, he preached the Republic into popularity. As a speaker his hold upon the people of Lisbon was unrivalled. Elected deputy for the city in 1906, he thenceforth took an increasingly prominent place among Republican leaders and propagandists. He was one of the revolutionaries of 1908. Arrested by the agents of Joao Franco, he was then sentenced to be expelled from the country.

When the Revolution of October 5, 1910, triumphed, he entered the Provisional Government as Minister of the Interior. This was the most coveted Cabinet post under the regime, as it conferred predominant political power, by controlling the appointment of all local functionaries throughout the country. The first educational measure of the Republic, the reform of elementary education, was promulgated by Dr. d'Almeida during his tenure of this office.

Upon the formation of the political parties Dr. d'Almeida organized the Evolutionist Party, of which he has remained the head until the present election. He has always shown himself a strong party man, though his party leadership cannot be considered to have been generally a success. His political influence in the Republic, however, has been great from the first. In 1911 it was he who nominated Dr. Manuel d'Arriaga, the first constitutionally elected President of the Republic. His personal action also, the same year, led to the collective resignation of the Ministry of Senhor Joao Chagas, the first constitutional Ministry of the Republic. At first in conjunction with the Unionists under Drs. Brito Camacho and Aresta Branco, later on as the acting leader of the Evolutionist Party, he has continued to be the leader of an insistent Opposition. He took a prominent part in the original declaration made by the Portuguese Chambers in support of the Allies on August 7, 1914. He was and remained a supporter of General Pimenta de Castro, to whose entrance into power no man contributed more decisively.

In 1916, on Germany's declaration of war on Portugal, he consented to join with his former rival, Dr. Afonso Costa, in the formation of a national Ministry. Dr. Afonso Costa resigning the Premiership in his favour. Thus was formed the *Uniao Sagrada* Administration, under which Portugal's actual military intervention was effected by the sending of the first expeditionary forces to France in the January and February of the following year, 1917. In this Administration he also acted for a time as Minister of the Colonies. The defeat of the Government on a "snap vote" in the April of this year, while Dr. Afonso Costa was in France and Dr. d'Almeida confined to his room by gout, led to his withdrawal from active support of the Government, although he continued to lend his countenance to its interventionist foreign

policy, which the Government maintained against increasing opposition through the summer and autumn of 1917 and until the Revolution of December 5 of that year. A sincere Republican, a forceful though intemperate speaker, personally honest, and a thorough patriot no Republican leader reckons more, or more enthusiastically, partisan. He headed the poll for Lisbon in the general elections this April, uniting the Evolutionist and Democratic votes. His legislative contribution to the work of the Republic has been slight, for neither in administration nor as a party leader can he be said to have proved successful. He is still a relatively young man, having been born in 1866. He is married, and has one daughter. He is ambitious without doubt, and a brilliant and personally attractive man. His health has suffered of recent years, and he has been much less in evidence than formerly. His election to the Presidency is an old ambition, and was the result of long and pertinacious political preparation.

Dr. d'Almeida has been raised to the first position in the nation at a time of great and cumulative political difficulties. His responsibilities as President are complicated by his long career as a party leader. The enemies of the Republic openly count upon his impulsiveness, generosity, and political passion to work the wreck of the Republic. They may yet be mistaken. Dr. d'Almeida is personally supported by many sincere and honest elements in the Republic. Years since, at the starting of the Republic, he wrote as the first article of his then newly launched paper:

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GOOD YEAR

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GENERAL NEWS.

A RUSSIAN JOURNAL.
Another Russian journalistic enterprise has been started in Shanghai. This time the publication takes the form of a weekly paper devoted to "general, trade and industrial" news, and is entitled "*Shanghaiyaya Jizn*" (Shanghai Life). At the Russian colony is at present by no means small, the editor and publisher, Mr. G. G. Zaan, should be in a position to make the undertaking a success.

OPIMUM SMUGGLING.
In view of all that is being heard of opium smuggling in Shanghai just now, it is interesting to be able to mention good work by the authorities in laying hands on the drug. All the Customs are making seizures, every now and again a large one, and at the same time the police are doing what they can to cope with a particularly difficult problem. As a result of the watch they have been keeping on the river front of the Concession, the French Police have been able to lay their hands on opium to the value of at least £40,000 during the past four months. The principal hauls made consisted of 45 large bales of the drug, containing 96 catties, and 32 packets containing 131 catties.

A Republic, a noteworthy and most timely article entitled, "Peace." No man has proved himself a more persistent or a more powerful combatant in Opposition. As head of the Portuguese nation may it be given to him to realise that noble and most necessary ambition of eight years ago—to give to his people peace.—Times.

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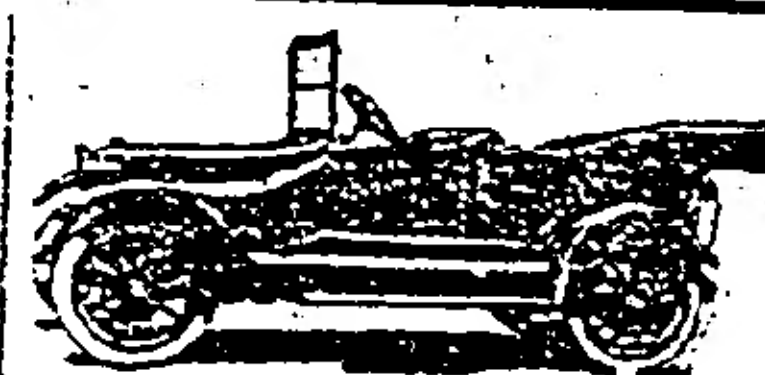
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GERMANY'S FUTURE.

A GERMAN FORECAST.

In the June number of *Nord und Sud* Herr Hans Wendt has an article on the future of Germany. He begins by explaining that the cause of the war was the overpopulation of Europe and the impossibility of the great powers satisfying permanently their increasing claims on the politico-economic platform. In the struggle for existence of the nations the war, he says, had become an urgent necessity. But war is a game in the decision of which much depends on chance. In the present war the forces of the two sides had become too unequal. With a better political organisation the Germans might have succeeded in postponing the catastrophe. As things now stand, the Germans must apparently submit to the will of their opponents. It depends on the peace conditions and the force remaining in the German nation whether Germany shall henceforth lead the mock existence of a nation not free, or whether she will be enabled at some distant time to rise again.

Before the war it was an undisputed fact, according to this writer, that Germany's position as regards her civilisation was at the head of the world. Still this civilisation had become fragile and unsteady, and the outward signs of decline were excessive luxury, a reduced birth-rate, and the progressive proletarianisation of the people. The war continued this development in furious tempo. The birth-rate has been more reduced, while the death-rate has rapidly grown. The flower of German manhood is gone. A new generation must grow up before a charge can take place. Want makes men and nations bad, and only with an improvement in economic conditions can an improvement in the national morale be counted upon. The proletarianisation of the people had made rapid progress during the war. On the one hand were the war profiteers, and on the other an overwhelming majority of losers by the war. With a few exceptions the better element of the people were to be numbered among the latter. The revolution favoured the development. It has brought about the confiscation of the wealth of the state, and at the same time it has increased the cost of administration enormously.

Germany must reform her administration from the top down to the lowest member. It was a great misfortune that bureaucratic Prussia was ever allowed to remain a dominating state in the Empire. The revolution, however, has destroyed the old Prussian state of caste, militarism and bureaucracy. Meanwhile Germany is passing through a period of transition and so far all the charges necessary in the method of administration have not yet been brought about. But caste has disappeared and the rights of privilege have gone. The military state, after its strong development, is broken up and it will never recover from the blow. There remains the bureaucracy of officialdom, but its hour will strike and its deathbell will be rung, for from a financial point of view the state can no longer afford any administrative luxury. Germany is indeed bankrupt, politically, economically, and financially. She is a geographical conception,

TRAVELLING FIRST CLASS.

It is said that the late Sir John Brunner, while still a very young and a poor man, formed the habit of regularly travelling first class "in order to mix with leaders of business and learn their views and ideas." It sounds extraordinarily like the shrewd and courageous conviction of "a card," says a writer in the *Manchester Guardian*, though if one is to think of Sir John Brunner in such terms it can only be, like the airman, as an ace. There is obviously much to be said for his calculation, quite apart from the admirable justification that it presents to people who have acquired the first class ticket habit on third class incomes. Captains, not only of industry but of most other departments of life, usually do travel first class. And despite a tradition to the contrary, most Englishmen, rich or poor, are quite ready to talk on a railway journey, to friends if they have friends with them, and to strangers if they have not. Whether they talk to much purpose is another matter. There is no guarantee of personal ability in a railway ticket, even at its present enhanced valuation, and a completely experienced traveller would probably decide that, on the whole, there was a little more nonsense talked in first class carriages than in third. The moral is clear. If the poor man is travelling first class genuinely from interest and ambition (and not merely because he likes it) he had better make himself well acquainted with the features of such particular captains as he desires to cultivate, and choose his compartment accordingly. Otherwise he stands a considerable chance of getting no real return at all from the unearned increment that he presents to the railway companies.

in which the ruins of a nation's force are endeavouring in chaotic manner to discover a way out of the hopeless present.

The writer then explains that it is open to the Germans as a nation of brothers to submit with teeth set to the chains of slavery for a number of years and at the same time preserve their national unity and civilisation, in the hope of better days. Or, they can disperse their forces in all directions, in which case they must abandon their national existence. This would no doubt be easier for the individual, but then it would no longer be worth while to talk about Germany. Let the Germans hopefully tread the former path and not burn their faith in themselves and in a better time to come. But to do this there must be a complete break with the old and much personal sacrifice on the part of everyone.

Every industry associated with luxury should be prohibited while the people have not enough to eat. It would be well for industry, to confine itself to agriculture, since nothing but economic independence can lead to political freedom. In the training of the young the national spark must not be extinguished. A new spirit and new ideas, must take root in officialdom. The official class must cease to be caste with life-long appointments, and pensions must be superseded by universal old age and sickness insurance. Only thus can the spirit of caste and the discontent in the country be abolished.

NOTICES.

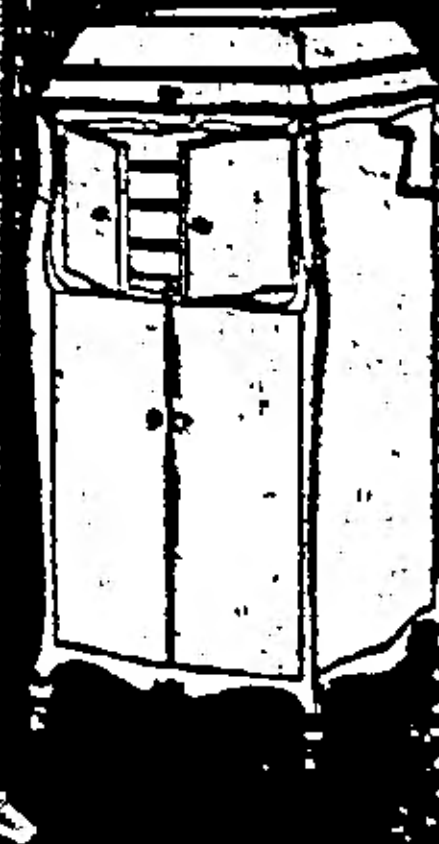
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FLYING BICYCLE.

POSSIBILITY OF A NEW SPORT.

Writing on the subject of the "flying bicycle," the Paris correspondent of the *Morning Post* says:

I have just returned from seeing M. Mary, the head engineer of the Nieuport firm, and he tells me that he thoroughly realizes the possible scientific value of the flying feat that has been accomplished by M. Poulain. He says: The feat of M. Poulain is very different from anything that has been done before. The 12 yards he covered constituted the distance for which he was definitely supported by the wings of his machine. It would be unfortunate if the public imagined that a new era in flying was being inaugurated. In the first place, with its wings outstretched the bicycle has a span of six yards; secondly, the material of the wings was fragile in the extreme, and would not withstand a summer shower and, thirdly, the problem of a screw has got to be solved. I believe that before six months have passed Poulain will be able to fly round Longchamps, but this is only a pious belief, because there are so many unknown factors. First, we have to experiment with the screw, and then the cyclist has to work on entirely different principles from those he employs in ordinary bicycling.

The normal cyclist works considerably with his handlebars, but if the bicycle has to fly, the whole strength of the human motor must go direct to the legs. As regards motive force, I should judge that a man like Poulain develops about one-third of a horse-power, and it is conceivable, though I do not think it likely, that this will be sufficient to make sustained bicycle flying possible. At present our hopes are limited to creating a new form of sport. It may be possible in the future to construct flying bicycles which will be worked by means of motors, or in other words we may succeed in reducing the aeroplane to such small dimensions that it will really resemble a bicycle.

Unfortunately, it was not possible for me to visit the machine, as I understand it includes certain new devices that have not yet been protected by patents. M. Mary, however, showed me a portion of the material from which the wings were made. The framework is scarcely thicker than an ordinary match, and is of such fragility as to exclude any idea of commercial application being possible in the near future.

THE SHY BRITON.

BEING AMERICANIZED BY THE JAZZ.

What Americans call "English side," and the French describe as "le phlegme britannique," and the British themselves, with characteristic modesty, seek to convince the rest of the nations is merely restraint born of shyness, is, according to at least one student of national psychology, going by the board.

"Have you noticed that English voices are changing?" asks this writer, Mr. M. A. Kinross. "I don't mean only in pitch, though that is a shade higher, but in inflection. They are far more inflected than they used to be. I have been staying in a small seaside hotel filled with young officers and their wives, where, instead of the old dining room decorum reminding one of the day after the funeral, we seemed to have taken the lid off conversation so completely that the bubble and the bubble were positively Continental."

"Is it the natural reaction from the war, tensions suddenly relaxed, repressions suddenly removed? Is it the greater social freedom, absence of convention, and self-confidence of our young women?"

"Someone said to me the other day that we are getting Americanized, and I answered that if the Americans get more Anglicized, and the English get more Americanized, not only will the two peoples draw together, but we shall turn out the happy mean of humanity. Personally, I believe our Americanization, if such it be, is taking place indirectly and mechanically, and that it is the gramophone, the cinema, the syncopated music, and the jazz dances that are accomplishing it."

"I find the increase in social ease, animation, sprightliness, all to the good. We may grow more articulate; we may remove the severe restriction on our adjectives."

NOTICES.

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The Hongkong Telegraph

HONGKONG, THURSDAY, OCTOBER 9, 1919.

THE PREACHERS OF BOLSHEVISM.

When a Home newspaper, a few days ago, described the railway strike as a conflict between Bolshevism and Constitutional Government, it expressed what to many may have seemed an exaggeration having its basis in a vitiated party outlook. But unhappily, as we showed yesterday, modern strikes tend more and more to become a blow against the State and, by reason of their widespread ramifications, often threaten to undermine the very foundations of good government. We will give many of the strikers the credit of saying that they do not necessarily mean to be revolutionary when they resolve to cease from work; too many of them, we fear, think very superficially about such matters. To the "sympathetic strikers" these words particularly apply. That is the danger. These men are too easily led by others—men of the glib-tongued type, whose stock-in-trade is a capacity to flange before the workers' eyes attractive schemes for taking control of the country and giving the "producers" their so-called rightful share of the nation's wealth.

Let me be accused of over-drawing the picture in saying that there are men among the British Labour leaders who preach Bolshevism, we will cite one or two recent utterances made by these agitators. At the Labour Conference at Southport, Mr. Smillie argued that the present Government had secured its return to power by false pretences, and he therefore concluded that "the Labour movement is entitled to take any action to get rid of the Government." But here is something more definite still. Mr. Robert Williams, of the Transport Workers' Federation, recently declared:—"I want revolution, peaceable if possible, though the cause is worthy of the sacrifice of lives. Never mind about Constitutionalism. We will make a Constitution of our own Soviet Government." Then, what is the import of the following words spoken by Mr. John Maclean, the Clyde deportee?—"With a determined revolutionary minority, we shall be able to take control of the country and the means of production at once, and hold them tight through disciplined production under the Workshop Committee and the District and National Councils. . . . All revolutions have started from trifling causes. Ours is to direct the workers to the goal by pushing forward the miners' programme and backing up our 'black brigade'." The foregoing are a few extracts taken at random from recent Labour utterances. Their meaning and import are obvious; they are delivered with the express object of getting the men's "back up" against lawfully-constituted authority. The constant references to "revolution" imply that these leaders are more concerned about wresting the power of government from others than they are about the adjustment of purely industrial conditions. Such talk, wilfully indulged in, is one of the things with which Britain has to put up because it is a free country. In many other countries, the authors of sentiments of this order would be given very short shrift. These men are abusing their privileges, and in doing so are contaminating the minds of decent, honest workers.

In saying so much, we are far from inferring that Labour as a whole is seditious or revolutionary. We have a sufficient faith in the innate level-headedness and common-sense of our own countrymen to believe that propaganda of this order is unlikely to lead our workers as a whole to embrace the pernicious doctrines of Bolshevism. At one time it almost looked as though the railway strike would furnish such convictions. But the outcome, as one of the cables put it, offers no encouragement for those who imagined that England is a fertile field for revolution. The bulk of our workers are too sane to be led astray by cheap clap-trap of a treasonable character. All the same, there are in the Labour ranks men who give voice to the wildest and most dangerous ideas. They are the real "wasters." And though they may not now have any great following, it is about time they were put, and kept, in their proper places.

NOTES & COMMENTS.

SILENCE IS GOLDEN—SOMETIMES.

Hiding things up and keeping them well in the dark seems to be almost a religion with some people, just as though they were criminals hating to be found out. The Hongkong Telegraph has been making some enquiries lately among various commercial concerns in the Colony as to certain proposed developments which we had heard of, but in every case it was "nothing doing." It was not that our information was wrong—it was not denied in any instance—it was just that those concerned wanted nobody else to know anything at all about it. One individual thought himself particularly wise in saying to our inquirer: "Yes, that is true, but it is too premature to say anything about it yet." His tone positively had a trace of alarm. Why is it that the Press generally in this thriving Colony are constantly being told to say nothing on matters that often would be greatly benefited by being talked about? We refer to commercial and business matters—the little evidences that crop up from time to time of our industrial expansion, and of schemes that reveal commercial development. Let any of our readers pick up an Anglo-Japanese paper, say those published at Kobe and Yokohama, and in almost every copy he will find news of how one firm or another is increasing its scope, asking for more capital, enlarging its plant to meet increased demands, or some other item concerning trade. Home papers too, especially those dealing with ship-building, and the export trade, etc., contain much the same material, but in Hongkong "Oh, please say nothing about it yet."

HUSH!

No, for some obscure reason that we have to confess is totally beyond our understanding, Hongkong has to be content with dry-as-dust official figures, generally given annually in a Government publication at a time when, by their age, they have lost nearly all value or interest. Of local industrial news we hear scarcely a word. There's nothing like publicity as an aid to success. Japan owes not a little of her development to the fact that she has shouted about it. She has let the world know by every means possible that she has laid down huge plants of every kind, ready to deal with any orders that might come along. And America has acted similarly. These people have appreciated the value of "boosting" and they have "boosted" sufficiently long and loud enough to get a pretty good hearing among the traders of the world. Hongkong, as everyone knows, is not so much a making centre as a distributing centre, but there are enough commercial enterprises here, engaged in making, to warrant a little "boosting" sometimes. And even a distributor can benefit by talking about increased facilities for distributing. We happen to know that there is quite a deal of development going on just now, both in producing and distributing concerns, but as soon as we breathe our knowledge in the hope that we might publish augmented confirmation it's "Hush! never a word." The Press in Hongkong occupies something of the same position as the Bogey-man in the song we learned as children, at whose approach there is the silence of fear. Really, it's nearly time we assumed another character, and it's more than time that local enterprise came out of its dark hole and began to be talkative.

WASTEFUL DELAY.

The other day we referred to the activities of the Department of Overseas Trade which has recently been established and which, if managed on sound lines, might be productive of a great deal of good. But in one direction it has not made a very auspicious start. Some time ago the Government decided, through this new Department, to send a cotton mission to the Far East, but although the decision has been made some months now, nothing yet has been definitely done. It appears that the scheme hangs fire on the question as to who is to bear the expense. On the one side it is argued that the traders themselves should pay, whilst, oppositely, it is said that a private mission would carry no weight and would have much less chance of achieving its object than one which had the Government behind it. Surely some proposition of dividing the cost would find acceptance by both sides. Delay and indecision can only result in our losing what all parties recognise to be a very valuable opportunity.

DAY BY DAY.

YOU CAN'T EXPECT LARGE VIEWS IN LITTLE MINDS.

To-day, according to the Chinese calendar, is the Festival of *Han-tu*, or "Cold Dew."

Yesterday's health return shows two fatal cases of gastro-enteritis, both victims being Chinese.

The Colonial Secretary advises us that the notification declaring Weihaiwei an infected port has been rescinded.

The Hongkong Lawn Bowls Association is giving a dinner to the Shanghai bowlers at the Hongkong Hotel on Saturday night.

Stallholders and those assisting at the M.C.L. Bazaar on Saturday, October 18th, will be admitted to the dress rehearsal of the Variety Entertainment which will take place (by kind permission of H.E. the Governor) at Government House on Friday, October 17th, at 5 o'clock. Admission will be 50 cents.

There was launched yesterday morning from the shipyard of W.S. Bailey and Co., Ltd., at Kowloon, the steel single screw tug "Geoffrey Chaucer," being the second of the salvage tugs built by this firm, to the order of the British Admiralty. The christening ceremony was gracefully performed by Mrs. Samson.

A splendid series of attractions have been arranged in connection with the Ministering Children's League Sale of Work which is to take place in the grounds of Government House on the 18th instant. Besides the various stalls, there will be side shows, fortune-telling, a tea garden and an admirable variety entertainment.

Under the auspices of the Victoria Recreation Club the Harbour Race open to all residents of the Colony has been fixed for Thursday afternoon, 16th October, at five o'clock sharp. All wishing to compete must send in their names to the Hon. Secretary, Victoria Recreation Club, on or before Monday 13th inst., with the entrance fee of \$1.00.

A Chinese was to-day before Mr. Lindsell, charged with unlawful possession of a Chinese smoking pipe. Inspector Macdonald said that defendant was arrested whilst attempting to pawn it. Defendant said that he owed some money to a man, and he was trying to pawn the pipe to pay him back. Mr. Lindsell fined the man \$10 or 14 days.

At the Police Court to-day, a Chinese was charged, before Mr. R. E. Lindsell, with unlawful possession of 15 rounds of ammunition. Defendant said that he had picked up the ammunition near the rifle range. A European Sergeant stated that defendant was arrested by a detective whilst attempting to sell the ammunition. Mr. Lindsell imposed a fine of \$5, or 10 days' hard labour.

To-night at the Coronet the five screen version of the famous Drury Lane melodrama "Sporting Life" is to be shown and when we say this is good we mean it. This splendid film has had a phenomenal run in London and New York, and there is no doubt whatever that it will make an instant appeal to patrons of the Coronet, who are well able to judge. Mr. Ray anticipates full houses every night and if we know anything of the Hongkong public he won't be disappointed.

BRIDGE ACROSS THE HAIHO.

Negotiations have been already commenced at Tientsin between the Japanese officials and residents in their concession for the construction of a bridge across the Haiho, that would also allow of steamers being able to reach their bund; and a strong Committee has been appointed to go into the matter and approach the Haiho Conservancy thereon. It is thought that a subway would be too expensive, and so the scheme proposed is a high bridge, the cost to be met by debentures—China Critic.

MUSICAL JOTTINGS.

(BY "ENHARMONIC.")

That enterprising and up-to-date musical store, Messrs. Moutrie and Company, have recently received a consignment of pianola records of a decidedly novel and interesting character. The rolls comprise records of accompaniments to popular songs, covering a wide range, and on the margin of each record is printed the words of the song, in large black lettering, so that they may be read at a glance. The verses, of course, read upwards, so that as the record revolves the lines come into view in correct order. The idea, although being very simple, is most effectual and meets all requirements. These records should be welcomed by vocalists finding it difficult to secure accompanists for practice and are unable to play for themselves. Of course, a pianola, or other make of piano-player, is a necessary adjunct to the record.

Writing of the mechanical piano player, great strides were being made in this branch of the music trade at Home before the war. It was an industry in which British manufacturers excelled. During the war, a large number of skilled workers in the trade were engaged in manufacturing aeroplanes, as also were organ builders' operatives, and it is sad to note, from a Home journal, that like the pianoforte industry, whilst the British piano-player worker has been wasting time squabbling over strikes, etc., the German has taken advantage to get a footing in foreign countries which were formerly supplied from Great Britain.

It must be admitted that the German is no fool in musical instrument manufacture, especially pianos, and British manufacturers cannot afford to waste a week if they are to regain and retain their pre-war footing in the business.

Hongkong is again passing through a period of musical fasting; nothing in the way of a public performance of any kind having occurred for some weeks.

I have been informed, but am unable to get confirmation, that the Wiltschires have a very good band attached to their regiment, or did have. If this is so, we shall no doubt have one or two open-air performances to look forward to.

I regret, in my last week's notes, I referred to the soprano, joining Messrs. Szykora and Podolsky, as Madame Zaleska; the lady who visited Hongkong some time back and gave pianoforte recitals. A reader has very kindly pointed out the error. The lady is Madame Zaluska and has no connection whatever with Madame Zaleska. The former lady is the wife of Mr. Szykora. I think I may be pardoned for the error, in view of the very great similarity of the names, and also of the fact that Madame Zaleska, in addition to showing great talent as a pianist, exhibited, when in Hongkong, her possession of a fine soprano voice.

The attitude of the National Sunday League towards the Manchester local authority in regard to the proposal of the Manchester branch to give Sunday concerts in the ensuing winter has been a little misunderstood, says a Home paper recently. A Manchester Guardian representative had an interview with Mr. Henry Mills, the secretary of the League, and Mr. J. W. Pearce, the hon. secretary of the branch. One difficulty with Mr. Mills was to understand whether the needed permission for the concerts was to come from the Licensing Justices or the Watch Committee, and he confessed he was awaiting information on this point. In the meantime he made it clear that the League was by no means challenging the authority or desirous of being in any way antagonistic either to the Watch Committee or the Justices. As himself a justice of the peace, a member of the London County Council, and an ex-mayor of a large metropolitan borough, he was the last man to question their authority.

So far as the organisation was concerned, Mr. Mills said, there was no idea of imposing a seven-days week upon workers at any hall where concerts were given.

ROAD IMPROVEMENTS.

LATEST PROGRESS.

Local motorists in general, and those living on the Kowloon side in particular, will be disappointed to learn that there is still no definite information available as to the opening of the Tsin Wan Bridge. The Director of Public Works, approached this morning, said the actual date had not yet been decided on. There were still further reports to come in of work to be done, and until these are received, date no could be fixed.

With regard to the road circulating the island, there are still some portions which require a considerable amount of attention, but it is anticipated that everything will be ready for general traffic before the end of the year.

TIED WIVES' PARADISE.

AWAY FROM DRUDGERY.

Has the war brought about a class of wife that does not want a home?

The manageress of a private hotel told a Home newspaper correspondent that there is a growing number of women who find their sojourn in private and residential boarding-houses so comfortable that they do not want to go back to the drudgery of housework.

"I have had many cases of married people who came to us for a month. That was four years ago, and they are still with us. They regard their husbands search for a house with apprehension."

Two contributory causes have created this class of woman—the wartime conditions and the housing famine. When the air raids began there was a rush to the seaside houses on the West coast, and the inland watering-places became filled with boarders, who intended fixing up a temporary residence till peace arrived.

Here women find themselves suddenly in a Tied Wives' Paradise. Instead of household drudgery the day could be filled in socially, and such amusements as tennis, badminton, billiards and winter evening games were all handy to pass away the time. The lounge became a habit rather than a luxury.

"So they do not want to go home." Husbands who came back from the war have since failed to find a house or even rooms in hundreds of cases, and the opinion expressed by the wife has more often than not been: "Why seek a house with house-work when it is little more expense to remain in pension?"

A manager of a hotel syndicate told a Daily Chronicle representative that half their town hotels were filled with married folks. They are the small families men, generally of the professional classes.

"It does not necessarily mean that women have become lazy," declared the hotel manager. "They still have many odd things to do, especially if there are children to look after; but they are relieved of the harder tasks of housework, can look nicer, keep healthier, and find opportunities for social intercourse, which is the great demand of woman to-day."

Many work, others take up odd affairs, but everywhere one discovers that the young wife of to-day is not going back to the life of a recluse that many lived before the war."

In London a large body of voluntary stewards took delight in helping others to spend a pleasant Sunday. A strong local committee was being formed in Manchester, representative of every class and creed, who were to carry on the movement in a perfectly constitutional and reasonable way. It would certainly appear strange to him if Manchester, which had provided Sunday music in the parks at certain times of the year, and was the first city to open its free libraries on Sundays 40 years ago, should now raise any opposition.

This appears to be another instance of grandmotherly legislation from which complaint we have suffered severely in Hongkong. Many will remember, as I do, the great opposition that was raised, about 25 years ago, to Sunday performances by military bands in the London parks, and more recently, to Sunday concerts in the music halls. I suppose, if Hongkong gets its public band, Sunday performances will be barred. It makes one long for residence in a democratic place (at least in this direction) like Shanghai.

TO-DAY'S MISCELLANY.

When the islands were given as security for the princess's dowry, there is reason to believe that it was intended to redeem the pledge, because it was then stipulated that the Norse system of government and the law of St. Olaf should continue to be observed in Orkney and Shetland. Thus the "udal" succession and mode of land tenure—that is, absolute—still obtains to some extent, and the remaining "udallers" hold their lands and pass them on without written title.

It is a little remarkable that while so much has been heard about nations going "wet" or "dry," little attention has been drawn to creeds who have tried the experiment. The Jews have always been "wet," the Mohammedans always "dry," yet it cannot be said that judged either by a material or spiritual standard, the latter have excelled the former. The most notable instance of teetotalism in Jewish history was more remarkable for muscular than moral development. We refer, of course, to Samson.

A visitor to a southern golf links asked the courteous secretary if he could find him an opponent. "I am sure," said the official, "Mr. So-and-so over there will be glad to have a round." The visitor approached Mr. So-and-so, a gentleman of a ruddy countenance, and, asked the customary courtesies, asked the usual question: "What is your handicap?" The reply was short and to the point: "Drink, sir!" But they do say that there are in Scotland golfers who would not be "plus" players if it were not for a judicious dotation to well, it is very hard to get more than enough nowadays!

The following incident took place recently at the Lahore railway station: A civilian and his wife had managed to secure a snug little coupe for themselves when three younger officers came to the door and one of them ordered the civilian to get out. "This is war time," he said, "and soldiers have the first call. Out you go." The civilian pointed out that was not quite war time and that in any case there was lots of room on the train. "No," said the officer, "we have a reason for wanting this coupe. I order you to get out." Then the civilian's wife looked up. "Not a hope," she said waving her hand to and fro. "Not a single solitary hope. Stay where you are, Charles." And Charles stayed.

It will come as a surprise to many people to learn that the Orkney Islands, which include the great naval station of Scapa Flow, do not really belong to Great Britain in the sense that they were never ceded by treaty or acquired by conquest. They were simply transferred by Denmark to Scotland in 1468 in pledge, for the payment of the dowry of the Princess of Denmark, who was married to James III, King of Scotland. In the deed of transfer, which is still in existence, it is specially mentioned that Denmark shall have the right to redeem them at any future time by paying the original amount of the dowry with interest to date. There is no likelihood that Denmark will ever attempt to exercise her right to redemption, because 60,000 florins, the original amount of the dowry would amount, with interest to date, to several thousands of millions of pounds sterling, and that is a bit more than the islands are worth.

In a London club a lively political argument had sprung up between a well-known Irish Nationalist and an English Unionist who holds a chair at one of the universities. So long as the argument remained purely political the third member of the party, a clergyman of the Church of Ireland and an ex-chaplain in the Ulster Division, remained silent. But the argument drifted as such arguments will, and by and by it was the Nationalist who was silent while his fellow-countryman fiercely contested what he considered the professor's belittling of Ireland. Finally he said: "Look at all we've done for ye. Why, we Christianised ye!" His momentary dramatic pause enabled the professor to interject: "What nonsense! You did nothing of the kind." The ex-chaplain put his hand out as if to acknowledge defeat, and went on in a quieter tone: "That's true! You are quite right—but we did our best." The Saxons standing round laughed heartily.

NOTICE.

MERCURY GARAGE CO.

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HONGKONG'S HARBOUR.

THE NEED FOR DEVELOPMENT.

In the latest number of *Shipping and Engineering* (Shanghai) appears the following article on Hongkong Harbour improvements—

A great deal of attention is at present being given to the necessity of improving the approaches and berthing accommodation of the port of Shanghai, for an investigation into which by export engineers a sum of Tls. 300,000 has been set aside. The problem here is one principally concerned with depth: the necessity of deepening the approaches and the harbour itself to accommodate the large steamers which, it is generally believed, will, within the next ten or fifteen years, be trading to the Far East.

In the harbour of Hongkong, the question of depth of water, though exiguous in many portions of the harbour, is not as important as that of securing protection against the typhoons that visit the port during the summer and early autumn.

Both harbours are of great importance to the development of the trade and shipping of China, the one serving the rich and populous central provinces that surround the Yangtze basin and the other the equally fertile area of South China, including the great city of Canton and its hinterland.

While the two ports are not in the least likely to come into rivalry with each other, it is obvious that both require the utmost watchfulness on the part of the authorities lest, by lagging behind the developments of ship construction, they be superseded, as ports of transshipment, by some enterprising harbour lying within a few hundred miles of their gates, a catastrophe that would cause both to fall back to the position of mere ports of call for vessels in the coasting trade.

In the case of Hongkong, while depth is a factor of some importance, the problem of rendering the harbour safe during the passage of a typhoon is of the greatest urgency, since a storm of this nature makes it necessary for vessels to leave their moorings

in the harbour and seek shelter in the smaller inlets with the loss of two, and sometimes more, days in the loading or discharging of cargo.

With winds from the north or south, the harbour of Hongkong, owing to its narrowness, is fairly well protected, while the distance of the weather shore from the wind from the east is not sufficiently great to cause serious inconvenience. With strong winds from the westerly quadrant, which blow from north-west to south-west when a typhoon has landed higher up the coast and is passing north of the Colony, as is very frequently the case, the long stretch from the island of Lantau, at the western extremity of the harbour, causes a dangerous sea to get up which, even with only half-a-gale renders it dangerous for vessels to lie at their moorings.

In an effort to give protection from this dangerous westerly sea, it has been proposed to throw a breakwater from Green Island to Stonecutters Island, a distance of about three miles, with a causeway upon it, Green Island and Hongkong being connected with a high-level bridge beneath which vessels could pass, and Stonecutters and the Kowloon peninsula, probably at Lai-chi-kok, with a low-level bridge opening to allow Canton river steamers to pass.

Apart from the expense of such a project, which would doubtless be enormous, constructional difficulties of a serious nature are known to exist.

The unstable mud is of considerable depth and stone-laden junks which have been experimentally sunk in the vicinity are known to have entirely disappeared, even their masts sinking out of sight, and the amount of stone required to build up a breakwater from the firm bottom would be prodigious.

Such a breakwater, however, would make of Hongkong harbour a safe anchorage during typhoon weather where to-day a stiff breeze from the western quadrant holds up all cargo work, and it would appear to be the duty of the Government to follow the lead of Shanghai and set aside a sufficient sum to obtain the advice of the world's best experts as to how the port can best hold its own in the strenuous competition for the shipping trade of South China.

DAY BY DAY.

The case of a Chinese who attempted to smuggle 7½ tael of prepared opium, and 25 tael of gross opium, came up for re-hearing to-day. Mr. Ryson, who appeared for the defendant, said that it was rather a hard thing for a young man, who had just started his career in life, to be branded as a criminal. Mr. Lindsell said that the defendant's evidence was not satisfactory, so he would not alter his decision. The fine originally imposed would stand.

A FAR-EASTERN FALLACY.

Among foreign residents in the Far East the belief in purgatives as a panacea for half the ills of mankind is a firmly rooted fallacy. At times purgatives are necessary, but their habitual use weakens the whole system and means ultimate ruin to the digestion.

The cause of most ill-health in the Far East is weak impure blood. For instance, most of the stomach troubles which are so prevalent owe their beginning to the fact that the stomach has become too debilitated for want of blood-nourishment to keep up with its work. And when the digestion becomes disordered as often as not Constipation sets in and the body becomes poisoned by the waste which should have been expelled. Then the appetite becomes capricious, and indigestion, headaches, pains in the abdomen, chest and back become daily troubles.

Purgatives won't give any lasting benefit under such circumstances. The only way to bring cure is to tackle the trouble at its foundation—the blood, to purify and build up the blood, and thus to revitalise the whole system. For this purpose there has never been a blood and nerve tonic so successful as Dr. Williams' Pink Pills. Everywhere throughout the World these Pills are the standard in hundreds of thousands of homes where their value has been proved, where their unique merit is known, as a remedy for all disorders due to blood and nerve debility such as Anaemia, Indigestion, Neurasthenia, Malaria, Rheumatism and the aches and ills of women.

Do not waste time and money experimenting with your health when you can obtain Dr. Williams' Pink Pills from medicine vendors everywhere, and post free, 1 bottle for \$1.50, 6 bottles \$8, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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at 9.15

THE CORONET.

J. SCOTT HARSTON.

Hongkong, 8th October, 1919.

NOTICES.

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| | Huckleberry Finn | |
| A 2311 | What Kind of an American are You | Onesstep |
| | Pack Up Your Troubles | |
| A 2424 | For You A Rose | Foxtrot |
| | Long Boy | Onesstep |

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SAILINGS FOR

LONDON via SINGAPORE, COLOMBO,
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S.S.	leave Hong- kong about	Due Marseilles about	Due London about
PRINZESSIN KHIVA	21st Oct. 1st Nov.	23rd Nov. 3rd Dec.	1st Dec. 12th Dec.

FOR SINGAPORE, COLOMBO & BOMBAY.

DUNERA 12th Nov. noon. due Bombay about 29th Nov.
FOR CALCUTTA via SINGAPORE, PENANG & RANGOON.

FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.

GREGORYA leave Hongkong about 19th Oct. Due Kobe about 28th October.

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HONGKONG to VANCOUVER

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FROM	STEAMERS.	HONGKONG.	DUE
	Empress of Russia	Oct. 30	Nov. 17
	Empress of Japan	Nov. 5	Nov. 23
	Empress of Asia	Nov. 27	Dec. 15
	Monteagle	Dec. 19	Jan. 12
	Empress of Russia	Dec. 25	Jan. 12
	Empress of Japan	Dec. 31	Jan. 21
	Empress of Asia	Jan. 22	Feb. 9

Passage Rates Hongkong to United Kingdom.

EXTRAS OF RUSSIA	EXTRAS OF JAPAN	EXTRAS OF ASIA	EXTRAS OF MONTAGLE
1650 Tons Reg.	1650 Tons Reg.	1650 Tons Reg.	1650 Tons Reg.
Gold	Gold	Gold	Gold
\$253.00	\$253.00	\$253.00	\$253.00

Fares subject to change without notice.

Registrations for Passage for Season 1919 now being made.

For freight rates and through bills of lading, apply to the
Pacific Mail S.S. Co., Ltd.,
141, Alexandra Building, Chater Road.
P. D. SUTHERLAND, General Agent.
Phone 752. J. H. WALLACE, General Agent.
Phone 42.CANADIAN PACIFIC
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via Shanghai, Kobe, Yokohama and Honolulu.THE SUNSHINE BELT.
The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "COLOMBIA"	5th November.
S.S. "VENEZUELA"	2nd December.
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These steamers have the most modern equipment including over-
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For further information, rates, literature, schedules, etc.,

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The M. S. "KONG MING" (Captain Wilks), will leave
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for Wuchow via West River Ports.This vessel has excellent European accommodation for first
class passengers, and was built expressly for the West River
trade, being fitted with electric light and fans and is complete
with every modern convenience.

An excellent table is provided.

Owing to the lack of hotel accommodation in Wuchow
passengers taking the round trip will be allowed to remain on
board the vessel without extra charge.

For freight and passage apply to

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SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.KATORI MARU (Omitting Shanghai) Tues., 14th Oct., at 11 a.m.
SUWA MARU (Omitting Manila) Saturday, 1st Nov. at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
Port Said & Marseilles.

SHIDZUKA MARU ... Friday, 17th Oct., at noon.

KAGA MARU ... Friday, 31st Oct., at noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 22nd Oct., at 11 a.m.

AKI MARU ... Wednesday, 19th Nov., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San
Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

SHINRYU MARU ... Tuesday, 21st Oct.

TENSIN MARU ... End of October.

CALCUTTA & RANGOON via Singapore & Penang.

KANAGAWA MARU ... End of October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 18th Oct., at 11 a.m.

TANGA MARU ... Saturday, 22nd Nov., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

AKITA MARU ... Thursday, 9th Oct.

NAGATO MARU (Omitting Shanghai) Tuesday, 14th Oct.

TAMBA MARU ... Sunday, 19th Oct. at 11 a.m.

EXTRA SERVICES—(Marseilles, Lpool, Antwerp, Rotterdam etc.).

WAKASA MARU (London, Antwerp & Rotterdam) Sun., 13th Oct.

DELAGOA MARU ... Thursday, 23rd October.

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TOYOOKA MARU ... (Marseilles & Liverpool) End of Oct

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SHINRYU MARU	22,000	25th Oct.
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SIBERIA MARU	22,000	24th Nov. (from Kobe).
NIPPON MARU	11,000	6th Dec.
TENYO MARU	22,000	18th Dec.

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SHIPPING NEWS.

SHIPS FOR THE PHILIPPINES.

Replying to the inquiry
of the Philippine govern-
ment as to the terms on
which the Washington govern-
ment might care to sell some of
the vessels of the shipping board,
Mr. John E. Barton, of the same
board, has cabled the insular
government that the board has
none less than 3,000 tons. He
offers to the insular government
ships of the Friedrichstad type
with a displacement of 3,000
to 4,200 at P400 a ton;
steamers of the submarine type
5,300 tons, at P420 a ton; the Hog
Island ships, 7,800 tons, at P430;
Skinner and Eddy ships, 8,800
tons each, at P440 a ton; and the
federal ship building type ships
at P450 a ton. Refrigerator ships
are offered at P450. The govern-
ment has not come to any decision
since the receipt of the offer
and it has been learned that it
has not abandoned its intention
to buy ships for the Philippine
service.

DEARTH OF SHIPPING.

The Atlantic shipping com-
panies are experiencing just now
an enormous demand for accom-
modation. Tonnage is still very
scarce, in spite of the fact that
the Ministry of Shipping is
gradually releasing vessels which
have been employed in transport-
ing American and Canadian
troops. Now that the bulk of the
troops have been taken across the
Atlantic, the companies are
having their vessels rapidly re-
conditioned, and placing them on
service as quickly as possible.
It is expected that before the end
of the year the whole of the
accommodation will be again at
the disposal of the companies. So
far as the Cunard Company is
concerned, new boats are being
built and it is contended that
when they are completed
sufficient tonnage will be avail-
able to relieve much of the pre-
sent great pressure.

CANADIAN SHIPBUILDING.

Shipbuilding is a growing in-
dustry in Canada, and one the
development of which will be of
immense service to Canadian
manufactures in their bid for
world-wide trade expansion. In
this, as in so many of the
other Canadian industries, the
emergency call revealed much
hidden power and unsuspected
possibilities. The submarine
menace stirred the Canadian
yards to greater activities. Over
thirteen million pounds were spent
in rapid construction, and many
new freighters, laden with food
and munitions, were soon cross-
ing the Atlantic. The Canadian
Government launched its own
shipbuilding programme. Forty-
five steamers of from 3,000 to
10,000 tons, a member of the
Canadian Mission in London said,
were authorised to be built in ten
shipyards throughout the Domi-
nion. Twelve submarines, 60
armed trawlers, 100 armed
drifters, 550 patrol boats and
special boats for the Tigris were
constructed for the Imperial
Government. In addition to this
there was a considerable output
for Allied nations, including six
armed trawlers and 36 patrol
boats for France and six sub-
marines for Italy. This record
is one of which Canadians are
justly proud.

A NEW RUDDER.

A rudder of a completely novel
type, which has been used on
small vessels during the war, is
about to be developed com-
mercially, says *The British Trade
Review*. It is named after its
inventor, M. J. G. A. Kitchen, of
Lancaster. It enables a boat
to be steered, reversed, controlled,
and turned by a single tiller,
and with the engines run-
ning continuously in the forward
direction. The rudder consists of
two parts which, when closed,
form a cone, apex pointing aft;
and when fully open, form a sort
of tunnel in the wake of the
screw. Whether shut or open,
the rudder as a whole can be
turned to port or starboard like
one of the ordinary kind.
When the rudder is closed the
propeller stream entering the
open mouth is deflected forwards
by the sides of the cone, brings
the vessel to rest, and then moves
it astern. The partial opening of
the plates allows some water to
pass through, and the speed and
direction of the boat can thus be
controlled without slowing the en-
gines. For ordinary steering the
rudder is opened fully, and deflects
the propeller stream to one side
or the other. It has an extremely
powerful braking effect, and is
able to arrest a vessel in its own
length; while its capacity for de-
flecting the water driven aft by
the propeller renders it very use-
ful for manoeuvring in restricted
spaces.

SHIPPING.

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SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail
SHANGHAI & TSINGTAO	Tea	11th Oct. at 4 p.m.
NEWCHWANG	Paoting	13th Oct. at 4 p.m.
SWATOW & BANGKOK	Chusan	14th Oct. at 10 a.m.
SHANGHAI	Suiyang	14th Oct. at noon.

WEIHAIWEI, CHEFOO.

N'CHWANG & TIENSIN Huichow 14th Oct. at 3 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation, amidsips. Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
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Hongkong Oct. 9, 1919.

Agents.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

CHINA and JAPAN.

Steamer	From	Expected on about	Will leave on about	For
Tjibodas	Japan	17th Oct.	19th Oct.	Java
Tjikini	Java	22nd Oct.	29th Oct.	Shanghai
Tjilmanoeck	Java	25th Oct.	6th Nov.	Java
Tjilwong	Java	28th Oct.	2nd Nov.	Japan

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia.

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York Building.

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HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

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good accommodation for First Class Passengers, Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Malta	A. H. Stewart	FRI., 10th Oct. at 1 p.m.
Quinnabag	Medina	TUES., 14th Oct. at noon.
Haiphong	J. W. Evans	FRI., 17th Oct. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near
Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
MANILA	Yuwensang	Fri., 10th Oct. at 3 p.m.
KOBE	Yatshing	Fri., 10th Oct. at 5 p.m.
STRAITS & Calcutta	Chaksang	Sat., 11th Oct. at noon.
STRAITS & Calcutta	Laisang	Thur., 16th Oct. at 3 p.m.
KOBE	Fooksang	Fri., 17th Oct. at d'light.
MANILA	Loongsang	Fri., 17th Oct. at 3 p.m.

CALCUTTA LINE.—The line has now been re-organised and affords regular sailings to Calcutta,
via Singapore and Penang.Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally
calling at Shanghai.All steamers have excellent passenger accommodation, are fitted with Electric Light and
Fans and carry a fully qualified Surgeon.SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes
calling at Tientsin. Steamers on this line have a limited amount of passenger accom-
modation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai.

Through Bills of lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accom-
modation, sailings from both ports every Friday.HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong twice
monthly.BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up to
date accommodation for passengers.Cargo taken on through Bills of lading for Kaitai, Javelin, Labuan, Tawau and Lahad Dato
Tientsin LINE.—A regular service is run from March to October between Hongkong and Tientsin
calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlements,
are required to produce on arrival at destination passports
with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.REGULAR SAILINGS OF MAIL STEAMERS FROM
HONGKONG TO AUSTRALIAN PORTS.

Steamers.	For	Date of arrival	Date and Time of departure.
"ST. ALBANS"	Melbourne via Queens- land Ports	13th Oct.	Early Nov.
" "	for Kobe direct	13th Oct.	15th Oct.

The above steamers have excellent accommodation for First and Second Saloon
Passengers, having been built expressly for Tropical Voyages, and are complete with
every modern convenience for Ocean Travelling.

A daily qualified Surgeon and Stewards are carried on each vessel.

For Passage Rates and Further Particulars Apply To:

GIBB, LIVINGSTON & CO.,

AGENTS.

OUR MANILA LETTER.

(From Our Own Correspondent.)

Manila, Oct. 1.
The rice shortage continues to be the all absorbing question in Manila and throughout the Philippines. Mayor Lukban of Manila, acting upon the approval of Secretary of Commerce and Communications Jakesalem, who is serving as rice dictator in the present crisis, has conducted a canvas of the city through the machinery of the police department for the purpose of issuing rice tickets to every family. Each adult person will be limited to half a litre of rice a day which shall be procured from the rice station in his precinct. All rice stations will be in charge of the government. The Government order for the seizure of all rice supplies is being carried out and Secretary Jakesalem announces that 370,000 cawns have been embargoed in the various rice provinces.

The government's plan to import a large quantity of rice from Saigon failed at the last moment and relief from that source is not now thought possible through official channels. The large Chinese importing firm of Sui Cong Bieng, however, has received a cablegram from their correspondents in Saigon offering 30,000 piculs of rice for export, license for the same having been secured, and requesting an offer. Sui Cong Bieng at once informed Secretary Jakesalem of the offer, as it would be impossible for them to conduct the deal as a private business transaction on account of complete government control of the rice commerce, and made it plain that the firm's facilities were at the disposal of the insular government. Secretary Jakesalem, instead of accepting the offer, wrote a letter, asking how it happened that Sui Cong Bieng could secure the assurance of a rice export license at Saigon when such license was denied in the case of the application of the insular government. To this Alfonso Sy Cip, manager of the Chinese firm, replied that he was not acquainted with the full facts in the case, but presumed that a local exporting house in Saigon was given the preference over an outside applicant; when it came to a matter of rice export. He reiterated his offer to Secretary Jakesalem to do all in his power to secure this rice, if the government would indicate what price it was prepared to offer.

While there have been no disturbances in Manila and reports of food riots in the province have been more or less fragmentary, there is fear in some quarters that the situation may become serious unless the government improves the effectiveness of its machinery of distribution.

The Bureau of Agriculture is receiving reports from rice producing regions to the effect that the crop for the current season will not be such a failure as was anticipated. Upland territory is being planted and with good weather will yield a large additional supply.

It is understood that steps are being taken in accordance with the agreement reached between the local shipping companies and the Government for the taking over of the Manila piers for operation under private management. A stock company will be organized shortly and all details arranged for lease of the piers. The admission on the part of the Government and the frank statement of the Collector of Customs of the inability to expedite the handling of cargo at this port, has caused considerable comment as to government policy in general, and the business interests here look for an important improvement in the handling of cargo and general port facilities within the next six months.

An announcement of the shipping firms that in instances where local exporters prepay the freight on goods to the United States, a charge of 5 per cent. will be made to cover the difference in exchange now existing, means a 5 per cent. increase in freight rates. This also applies in the case of passenger rates to the United States which were boosted 20 per cent. several weeks ago.

During the remodeling of their building the Manila agency of the Hongkong and Shanghai Banking Corporation will occupy quarters

LAWN BOWLS.

SHANGHAI DEFEATED BY TAIKOO.

Playing in their third match against local clubs, the Shanghai bowls team suffered defeat at Taikoo yesterday, the home team being the first individual Club in Hongkong to beat the northern combination. The final scores were Taikoo 21 Shanghai 14.

The following were the teams—
Shanghai—Messrs. J. C. McDougall, A. McCallum, A. A. Malcolm, and G. McMurdo (skip).
Taikoo—Messrs. J. MacLachlan, G. Morrison, A. Hamilton and J. Ferguson (skip).

Taikoo took the lead right at the outset, and the score read 6-1 in their favour at the sixth head. Two points for Shanghai at the next head gave promise that matters would even up, but Taikoo again went ahead, the score at the ninth head being 8-3. Shanghai then scored a three and a single eventually drawing level at the fourteenth head, 9-9. The home team again asserted itself raising its score to 13 at the next head and at the nineteenth head they practically settled the match by scoring 5, the board showing 19-13. The next head saw them on the 21 mark, but Shanghai took a single at the last head.

At the conclusion Mr. McCubbin proposed the health of the visitors and thanked them for the enjoyable game.

Mr. Marshall responded and presented the Taikoo players with spoons.

CRICKET.

GARRISON TRIAL MATCH.

At Happy Valley yesterday, a Garrison trial match took place between teams representing Officers and Other Ranks, with a view to selecting a military team to play the H.K.C.C. on Monday next. The sides were captained respectively by Col. Humphry and C.Q.M.S. Talfourd, and the officers won by 16 runs. Scores—

OTHER RANKS.			
C.Q.M.S. Talfourd, c Davies,	b Edwards,	4	
Corpl. Mann, b Davies,	21		
Corpl. Horrocks, b Edwards,	9		
Corpl. Perkins, b Davies,	6		
C.S.M. Heath, run out	4		
Sergt. Athorne, b Davies,	1		
Q.M.S. White, c Cavanaugh, b Edwards,	7		
Pte. Filmer, b Davies,	1		
Sergt. Connor, b Davies,	6		
Pte. Rhodes, b Cavanaugh,	6		
Gr. Baines, b Cavanaugh,	2		
Gr. Middleton, not out	5		
Extras	6		
Total	69		

Bowling.			
Davies	15	1	33
Edward	12	3	28
Cavanaugh	23	1	2

OFFICERS.			
Col. Humphry, b Baines,	7		
Capt. Gray, c Perkins,	23		
Baines	13		
Col. Coles, b Baines,	13		
Maj. Edwards, c Mann, b Athorne,	3		
Lt. Cavanaugh, b Connor,	15		
Capt. Murray, c Horrocks, b Baines,	3		
Capt. Davies, std. Mann, b Connor,	4		
Rev. Bundle, c Horrocks, b Connor,	11		
Capt. Oliver, c Athorne, b Connor,	0		
Lt. Larkcom, std. Mann, b Connor,	0		
Cpt. Green, b Connor,	1		
Total	85		

Bowling.			
Baines	12	2	32
Athorne	8	2	31
Connor	5	1	11
Horrocks	1	0	6

MONDAY'S MATCH.
The following will represent the Hongkong Cricket Club versus Garrison on Monday next, the 13th October, commencing at 10 a.m.—C. H. Blaker, R. Brand, P. H. Cobb, A. A. Claxton (Capt.), E. W. Day, A. L. Gace, E. Lammert, E. J. R. Mitchell, A. B. Raworth, J. Stalker, R. P. Thursfield. Reserve—C. W. H. Johnston.

in the new Heacock building on the Escalata.

The Bureau of Public Works building programme calls for the erection of the new Philippine National Bank building, the Manila Post Office, and an administration building for the University of the Philippines, within the coming year.

MAILS TO CHINA.

EXPLANATION BY POSTMASTER-GENERAL.

To the suggestion made by the Shanghai Chamber of Commerce that arrangements should be made for despatch of mails by the fastest route to Port Said, and thence by the Blue Funnel Line, the Postmaster-General has made the following reply—
"With reference to your letter of 2nd ultimo regarding the Mail Service to Shanghai, I am directed by the Postmaster-General to inform you that, according to information obtained by telegraph from Shanghai, recent letter mails from the United Kingdom sent out to Shanghai via North America arrived in 44, 39, 39, 38, and 30 days respectively, while the parcel mails sent out during the same period by the Suez route, by the Holt Line, took 52, 46, 46, 62 and 57 days respectively. The parcel mails are sent all the way by sea from Liverpool; but even if the mails were sent by the quickest route to Port Said, as suggested, and then sent on from there by the Holt Line, they would at best only take a day or two less than the times given for the parcel mails and, through uncertainty of connection, they might occasionally take longer than if sent by the Holt Line throughout. Further, on the North American route the mails are despatched twice a week across the Atlantic and there are frequent services across the Pacific to San Francisco, Seattle and Vancouver, while the service via Suez would be weekly only.

"It is the case that two or three months ago the service across the Pacific compared less favourably with the Suez route. At that time delays occurred through mails having to be transhipped in Japan. Now that the Empress steamers have returned to the Pacific Service and provide direct communication with Shanghai there is clearly no advantage to be gained by sending the mails by the Suez route; and the Postmaster-General proposes, therefore, that they should continue to be sent via North America.

AN AMERICAN MECCA.

VISITORS TO ROOSEVELT'S GRAVE.

Probably in no country in the world are people less given than in America to visiting the graves of the distinguished dead. More quickly there than elsewhere, probably, are the great and good forgotten after their lives are ended, but Americans tend to look forward rather than backward, and history is not their favourite study.

It is true that to the tomb of Washington there is a fairly continuous stream of reverent and interested sightseers, but the stream is a thin one, and in no small part it consists of foreign tourists. The resting places of Lincoln and Grant are objects of like, though much less, visitations, and there the list of American graves that are objects of more than family devotion almost ends.

Almost, but not quite. There is one most notable exception to the national rule—a most notable break in the national custom. To the grave of Theodore Roosevelt mourners go daily by the hundreds, and on every pleasant Sunday literally by the thousands.

Their presence is exceptional, just as was the man himself. They go to his grave because they knew him personally, as he knew even those who never saw him. To know him was not always to love him, for he made enemies as well as friends, but it is a peculiar and significant circumstance that of all who were or thought and declared themselves his enemies while he was alive not one now would venture to express his old animosity, and probably not one has any to express.

Roosevelt was a man of parts and qualities unique. To call him a typical American, therefore, would be obviously and absurdly untrue. But to-day his fellow-countrymen remember him as what the typical American ought to have been and ought to be—and on a single Sunday 5,000 people make the long, hard journey to his grave! They are drawn there by an irresistible attraction, a fervent admiration, and a grief that deepens as deepens anxiety for the national welfare. Never was man more sincerely missed than he, or for what was felt to be better reason.

NEW ADVERTISEMENTS.

"THE FATAL RING"

WITH PEARL WHITE, IN THE PRINCIPAL ROLE,
WILL BE SHOWN EVERY THURSDAY'S MATINEE
AT THE VICTORIA, STARTING TO-DAY.

COME AND SEE THE FIRST TWO EPISODES
THIS AFTER NOON.

G. R.

NOTICE.

IMPORTS & EXPORTS OFFICE.

PUBLIC HOLIDAY.

This Department will be open for all purposes till noon on Monday the 13th October. Licensed Warehouses will be entirely closed on that day.
Hongkong, 8th October, 1919.

NOTICE.

BANK HOLIDAY.

In accordance with Ordinance No. 5 of 1912, the Exchange Banks will be closed for the transaction of Public business on Monday, the 13th. instant.

NOTICE.

ROYAL HONGKONG GOLF CLUB.

Championship. Hon. Mr. E.V.D. Parr has kindly given a cup for the runner up.

Junior Championship. The first round in this Competition has been extended to Monday 13th October.

Mixed Foursome Competition. At Fanling on Monday 13th Oct. 18 holes against Bogey. Twice round the First Nine holes of the Relief Course. Couples to arrange their own games.

Post Entries \$2 each couple. Prizes will be provided out of the entrance money.
Conditions of play will be posted at Fanling.

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE CHINESE LANGUAGE SCHOOL.

A Beginners' Class will be started on Monday, 13th October at 5.15 p.m. at the New School, junction of Zetland Street and Ice House Street (Masonic Hall Premises).

Intending students are requested to send in their names to the undersigned for enrolment.

By Order,
E. A. M. WILLIAMS,
Secretary.
Hongkong, 29th September 1919.

NOTICE.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE is hereby given that an Extraordinary General Meeting of Humphreys Estate and Finance Company, Limited will be held at the Hongkong Hotel on the 10th day of October 1919 at noon, when the subjoined resolution, which was passed at the Extraordinary General Meeting of the Company held on the 24th day of September, 1919, will be submitted for confirmation as a Special Resolution.

"That the new articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the Articles thereof."

Hongkong dated the 26th day of September, 1919.
By order of the Board,
G. RAPP,
Secretary.

G. R.

NOTICE.

All persons with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Passengers not in possession of passports will not be allowed to leave the Colony.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

E. D. C. WOLFE,
C. S. P.
Hongkong, 5th September 1919.

NOTICE.

THE DAIRY FARM ICE & COLD STORAGE CO. LTD.

NOTICE TO SHAREHOLDERS.

The Twenty-third Ordinary Annual Meeting of the Shareholders in the above Company will be held at the Company's Town Office, 2 Lower Albert Road, Hongkong, on Saturday 11th day of October 1919 at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1919.

The Transfer Books of the Company will be closed from 1st to 11th October 1919 both days inclusive.

By Order,
M. MANUK,
Secretary.
Hongkong, 22nd September 1919.

NOTICE.

HONGKONG GYMKHANA CLUB.

The 4th GYMKHANA Meeting of the Season will be held at Happy Valley on Saturday, the 11th October, commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Free.

The Committee invite the Ladies of Hongkong to be present.

Hongkong, 6th October, 1919.

NOTICE.

BUNKER COAL.

Silimpopon (Sebattik) Coal. The only British Coal on the Hongkong Market.

This Coal is imported direct from the Mines in British North Borneo. It is a high class Steam Coal, very economical, and equal to Best Japanese Lump. It is easy burning, of high calorific value, and equally suitable for Marine or Land Boilers.

Prices on application to
BRADLEY & CO. LTD.
Sole Agents.
The Cowie Harbour Coal Co. Ltd.

DANCING.

PALACE HOTEL, KOWLOON.

The Band of U.S.M.S. Nile will play in above Hotel to-night Thursday 9th October from 7.30 to 11.45 p.m.

Dancing 9 p.m.
Table for dinner can be ordered by Phone K-3
Dinner \$1.25
Dancing Free

NOTICE.

SUBSCRIPTION GRIFFINS FOR THE SEASON 1919-1920

The lists in connection with the above are now posted at the Race Course at the Hongkong Club. Cost Per Pony Hongkong \$300.—c.i.f.

The lists will positively close on Saturday, the 29th November, 1919.

By Order,
G. W. GEGG,
Acting Clerk of the Course.
Hongkong, 8th October, 1919.

NOTICE.

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE THIRTY-EIGHTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine Matheson & Co., Ltd. Des Voeux Road, Hongkong, on Friday 17th October at noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 11th October to the 31st October both days inclusive.

By Order of the Board,
JARDINE MATHESON & CO., LTD.
General Managers.
Hongkong, 2nd October, 1919.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6 Des Voeux Road C/I.
Hankow Branch: Pandoff Building.

FOR THE YEAR TO COME

Provision is made in all things. This applies to your own finances. The best way of providing for the future, freely, is by

OPENING A SAVINGS ACCOUNT WITH US.
\$1 to start.
SYSTEMATICALLY it will grow to THOUSANDS.

A MODERN MIRACLE.

BLIND AND HANDLESS TYPIST.

St. Dunstan's, with its method of teaching soldiers and sailors how to overcome the handicap of blindness, has accomplished many wonders, but perhaps the most remarkable case is that of Sergeant Alan M. Nichols, 2nd Durham Light Infantry. As one of the "old contentibles" Nichols was wounded immediately after the retreat from Mons, recovered, and became bombing instructor. On September 4th, 1916, a defective bomb exploded, robbing him of the use of his eyes, blowing off both hands, and giving him grievous wounds about the body and legs, from the effects of which he still suffers. After several operations he was enabled to go to St. Dunstan's, Regent's Park. His case might well have seemed hopeless, but thanks to patient scientific training, a specially constructed machine, a pair of artificial hands, plus his own indomitable spirit, he can, all unaided, type letters without errors, and recently he passed a two and a quarter hours' test. Only two corrections were made.

His artificial hands, of French manufacture, and known as the Gable hands, are of aluminium, each finger being movable. The pair weigh 3 3/4 pounds, and are worn without much discomfort, though after a long day's work they feel heavier. "Of course, this is one of the little things sent to try us," is Nichols' cheery remark. When typing he has a metal striker screwed to his right hand, and with this he feels his way over the specially constructed key-board until he knows he has found the required letter. Sergeant Nichols took lessons in elocution, and he addresses meetings on the work of St. Dunstan's and the National Institute for the Blind.

FORMERLY ON CHINA STATION.

Vice-Admiral Sir W. C. Pakenham, who was British Naval Attaché in Tokyo from 1904 to 1906, has been appointed President of the Royal Naval College at Greenwich. Before his appointment to Tokyo he served on the China Station. At the Battle of Jutland he was mentioned in despatches and given the R.C.V.G. in recognition of his services.

P. & O. S.N. COY.

THE Twin Screw

S.S. "PRINZESSIN"

Will be despatched from Hongkong on or about OCTOBER 21st, Taking THROUGH PASSENGERS and CARGO to

MARSEILLES & LONDON.
For Passengers and Freight apply to

MACKINNON MACKENZIE & CO.,
21, Des Voeux Road Central.

HONGKONG STORM SIGNAL CODE. (LOCAL).

Introduced on 1st JULY, 1917.

SYMBOL	MEANING
1. (RED) ▲	A typhoon exists which may possibly cause a gale at Hongkong within 24 hours.
2. ▲	Gale expected from the North (N.W. to N.E.)
3. ▲	South (S.E. to S.W.)
4. ▲	East (N.E. to S.E.)
5. ▲	West (N.W. to S.W.)
6. ▲	Gale expected to increase.
7. +	Wind of typhoon force expected (any direction).

Signal No. 1 is intended as a warning to "Stand By" and watch for the next signal. When it is found after a black signal has been displayed it will mean that on account of a change in the track of the typhoon, or for some other reason, a gale is no longer expected from the direction indicated by the signal. Signal No. 2 will be accompanied by three explosive bombs, first at intervals of 10 seconds at the Harbor Police Station and repeated at the Harbor Office.

The signals will be lowered when it is considered that all danger is over.

The Day Signals will be displayed at the main signal mast on Blackhead Hill and at the Harbor Office, H.M.S. "Tiger" (Green Island signal mast), the flagstaff on the premises of the Hongkong and Shanghai Banking Corporation at Kowloon, the flagstaff on the premises of the Standard Oil Company at Kowloon, and the flagstaff near the Field Officer's Quarters at Lyons.

NIGHT SIGNALS. (Lamps.)						
1.	2.	3.	4.	5.	6.	7.
WHITE	WHITE	GREEN	GREEN	WHITE	GREEN	RED
WHITE	GREEN	WHITE	GREEN	GREEN	GREEN	GREEN
WHITE	GREEN	WHITE	WHITE	GREEN	GREEN	RED

The Night Signals are displayed, as shown, the corner of the vessel, and the direction of the vessel, as shown, the corner of the

The Night Signals will be displayed at sunset, on the tower of the Railway Station, on H.M.S. "Tiger", and on the Harbor Office (Green Island signal mast). They will have the same meaning as the Day Signals.

Signal No. 7 will be accompanied by three explosive bombs, first at intervals of 10 seconds at the Harbor Police Station and repeated at the Harbor Office.

SUPPLEMENTARY WARNINGS.

When local signals are displayed in the Harbor, a CODE will be exhibited at the following stations—

GAP ROCK
WAGLAN
STANLEY
ABERDEEN











SAU KI WAN
SAI KUNG
SHA TAU KOK
TAI PO

Further details can be given to coast vessels, on demand, by signal from light houses.

HONGKONG STORM SIGNAL CODE. (NON-LOCAL).

Introduced on 1st JULY, 1917.

The Signals are made by means of ten symbols representing the ten numerals. —

									
1	2	3	4	5	6	7	8	9	10

These signals are made by means of two symbols representing the two elements—

1. Direction of the typhoon or depression, as indicated by the position of the signal mast, and the direction of the wind, as indicated by the position of the signal mast.

2. Velocity of the typhoon or depression, as indicated by the position of the signal mast, and the direction of the wind, as indicated by the position of the signal mast.

EXPLANATION OF THE SIGNALS.

The two upper signals of group (1) indicate the direction of the typhoon or depression, as indicated by the position of the signal mast, and the direction of the wind, as indicated by the position of the signal mast.

The two lower signals of group (2) indicate the velocity of the typhoon or depression, as indicated by the position of the signal mast, and the direction of the wind, as indicated by the position of the signal mast.

TYPHOON SIGNAL		TYPHOON SIGNAL	
<p>Conditions at 5 p.m. (Previous day) at 10° N. and 140° E. about latitude 10° N. and 140° E. about 100 m. per hour W.S.W. at latitude of 10° N. and 140° E.</p> <p>Longitude Latitude</p>	<p>Conditions at 5 p.m. (Previous day) at 10° N. and 140° E. about latitude 10° N. and 140° E. about 100 m. per hour W.S.W. at latitude of 10° N. and 140° E.</p> <p>Longitude Latitude</p>		
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CAUTION.—Under the most favorable circumstances the position signal indicates only the direction of the typhoon or depression, as indicated by the position of the signal mast, and the direction of the wind, as indicated by the position of the signal mast.

Table No. 1.—Direction Signals.











TABLE NO. 1.—Direction Signals.									
UPPER SYMBOL OF HOIST.									
These indicate the direction in which a typhoon or depression is travelling, or the direction in which a monsoon gale is expected.									
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
									

Table No. 2.—Velocity and Condition Signals.











Table No. 2.—Velocity and Condition Signals.									
MIDDLE SYMBOL OF HOIST.									
VELOCITY.							CONDITION.		
1.	2.	3.	4.	5.	6.	7.	8.	9.	0.
									
m.p.h.	m.p.h.	m.p.h.	m.p.h.	above	Nearly	Velocity	Forming	Close	Continued

Table No. 3.—Time Signals.





















Table No. 3.—Time Signals.									
LOWEST SYMBOL OF HOIST.									
6.	7.	8.	9.	10.	11.	12.	13.	14.	15.
									

Table No. 4.—Regions Threatened by Monsoon Gales.

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1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
									
East's Coast of Japan	North of Hakodate	Sea of Japan	Off of Yala Gulf	Chusan Id. Formosa	Formosa Channel	Formosa Channel	Gulf of Formosa	Gulf of Formosa	Amoy Gulf
East's Coast of Japan	North of Hakodate	Sea of Japan	Off of Yala Gulf	Chusan Id. Formosa	Formosa Channel	Formosa Channel	Gulf of Formosa	Gulf of Formosa	Amoy Gulf
East's Coast of Japan	North of Hakodate	Sea of Japan	Off of Yala Gulf	Chusan Id. Formosa	Formosa Channel	Formosa Channel	Gulf of Formosa	Gulf of Formosa	Amoy Gulf

1. East's Coast of Japan
 2. North of Hakodate
 3. Sea of Japan
 4. Off of Yala Gulf
 5. Chusan Id. Formosa
 6. Formosa Channel
 7. Formosa Channel
 8. Gulf of Formosa
 9. Gulf of Formosa
 10. Amoy Gulf

Warships according to the above code are: 1. Battleships, 2. Cruisers, 3. Torpedo boats, 4. Gunboats, 5. Minesweepers, 6. Submarines, 7. Torpedo boats, 8. Gunboats, 9. Minesweepers, 10. Submarines.

East's Coast of Japan
 North of Hakodate
 Sea of Japan
 Off of Yala Gulf
 Chusan Id. Formosa
 Formosa Channel
 Formosa Channel
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East's Coast of Japan
 North of Hakodate
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 Gulf of Formosa
 Gulf of Formosa
 Amoy Gulf

ARE RAILWAYS BECOMING OBSOLETE?

THE DAWN OF A REVOLUTION.

Writing in the *Sunday Pictorial*, Mr. John Albion says:—

"We have gone railway mad," said Mr. Ben Tillett the other day. I entirely agree with Mr. Tillett, but I go a good deal farther.

My belief is that within two decades railways in this country will to a great extent be obsolete, unless we are foolish enough to buy them and put back the clock of progress. Nationalisation means stagnation.

Nearly three hundred years ago the colliers in the North Country devised a method of running their heavy horse-drawn coal carts on wooden rails. From that simple expedient came eventually the steel rails which have spanned the world.

Railways have transformed the face of the globe. They have opened up new continents and developed industries to an extent almost unimaginable. The locomotive has been a great civilising agency.

The time has now come when railways, instead of being the servants of mankind, are changing into our tyrants. Humanity is being bound hand and foot to a pair of rails.

I know at least one nation which is already enslaved by its railways. The people, urban and rural but more especially rural, are held in thrall by the groups, which control these shining steel fetters. The thrall is not very visible, but it is there, and the people know it.

Before us lie the open road, the free air, and the unchanging sea. The railways cannot control air traffic, though they would like to do so. In this country they are already seeking to block our roads and to hinder sea transport. Our coasting steamer trade once a great source of national prosperity and cheapness, is being killed by the railways. Even China clay from Cornwall, formerly carried by coasting steamer and canal all the way to the Potteries, must now be transported by rail.

Efforts are being made to impose upon us the permanent dominion of the permanent way, at the very moment when we have a chance of recovering freedom and flexibility of movement through motor transport. The struggle will assuredly go against the railways in the long run. Past experience teaches an unanswerable lesson.

The first few railways in England for the carriage of passengers and merchandise were equipped with horse-drawn vehicles. They came into existence just after the "canal mania" had reached its height. The canal interests bitterly opposed the new method of transport, but were beaten.

The steam locomotive appeared when stage coaches were still the principal means of conveyance. The coaching interests laughed at the locomotive and continued the construction of new roads. They did not see the handwriting on the wall, any more than the railways do to-day.

TRUE ERA OF CHEAP TRAVEL.—The partial doom of the railways was sealed by the discovery of the internal combustion engine, which has also made possible the conquest of the air. We are on the eve of another transformation of transport which will once more alter the aspect of the land.

I believe the future lies with road motor transport and with special motor roads for fast traffic. The electrification of the railways will not save them, because in the new era the first consideration will be free movement.

Take cheap travel. The time is coming when a motor bicycle and sidecar will cost no more than £40, and the day of the £100 light car is not very distant. When most working men own some form of motor transport, as so many do in America, the present tax on petrol will not long be tolerated. Then the true era of cheap travel will be at hand.

Consider next the expansion of our great cities. We want to get people out of the slums into regions of green fields and pure air. Motor traction offers the only possible solution, and the shorter working day overcomes the difficulty of the journeys in winter.

I look for the time when all our big cities will cover at least four times their present area, and when there will be an exodus each evening of a magnitude and to a distance still unimagined. Railways will never do it. People want to be carried to their very door. In this respect the motor omnibus is bound to defeat the

LECTURES BY EX-KAISER.

Amerongen, July 10.—In addition to sawing up Christmas trees, the ex-Kaiser now spends part of his time in delivering lectures to learned Dutch professors who are invited to the castle to listen. He receives them wearing all his orders and medals and delivers the lecture in German upon the special subject of which the professor has made a lifelong study, and which usually lasts two hours.

The last caller at the castle four days ago was an authority on Persia who had deciphered the writings on the Babylonian tablets. He had to listen to a two hours' oration upon his pet subject without being able to ejaculate a single word and left the castle in a dazed condition of mind.

He is a very learned, dry-as-dust old man and may not recover from the shock, his friends say. Thousands of people on bicycles flocked to Amerongen to catch a glimpse of the ex-Kaiser on Sunday. He was visible half an hour in the summer house after church.

tram, though we shall need an omnibus of an entirely different type. The death-warrant of the trams, those clumsy "mass-tombs of an age already past," has been signed. The omnibus can go anywhere, while the tram is tied to its rails and obstructs the roads.

For collecting agricultural and garden produce the motor vehicle is incomparably better than the antiquated system of light railways. It goes to the farmer's gate, and only goes when it is wanted. Agricultural requirements are largely seasonal.

We want special trunk motor roads for fast traffic throughout the country. These will come. Two important schemes radiating from London have long been under consideration, and the only thing likely to block them is railway opposition.

Why are our railways doomed? In the first place, because they are no longer a business proposition. They do not pay, and are never likely to pay again.

The story of our railways is one long narrative of gross stupidity and lack of vision. Their very conception was absurd, and had none of the originality of the aeroplanes. The minds of the men who made them were dominated by thoughts of the horse and carriage, and railways have never got far from that ideal.

One man with an ordered mind, named Thomas Gray, urged the nation to plan its railway routes on a systematic basis. He was scoffed at, and died in despair. We had instead the railway mania of 1845, which gave us the present jumbled and formless system, and also led to immensely wasteful expenditure. Of the present railway capital, ninety million pounds represents money spent on lawyers and experts at parliamentary inquiries.

To-day the country groans under railway oppression and exaction. Fares are becoming prohibitive, accommodation is exasperatingly inadequate, and the service is worse than ever. When all possible blame has been thrown on the war, the fact remains that most of these conditions would have arisen by now if the war had never been waged.

A business, whether public or private, can only exist so long as it shows a profit. In the case of a great undertaking like the railways, the Government have no right to make up a huge deficit out of taxation. The railways have ceased to pay, not because they are badly managed, but chiefly because high wages and the excessive cost of fuel cause them to be run at a loss. There is no likelihood that these conditions will be changed.

Mr. Eric Geddes has admitted that under the most hopeful circumstances, and after unification and other reforms, it will take a good many years to effect a saving of twenty million pounds. At the rate the railway men are talking, he will never save a penny.

If the nation bought up this dying and partially obsolete business. What would be the result? The development of every other form of transport would be thwarted. Road traction, the great hope of the future, would be checked by regulations and perhaps taxed out of existence. The millions required for developing our road system and our air transport would be diverted to bolstering up the railways. Already it is claimed that the railway interests should have the right to stop the opening of new

DRAMA AND PATRIOTISM.

LORD BURNHAM ON BRITISH AMATEURISHNESS.

Stratford-on-Avon, Aug. 30.—M. Fernand Bourguet, Secrétaire du Conservatoire de Musique et de Déclamation, was unable to make the journey from Paris to Stratford-on-Avon for the British Drama League Conference, and the French School of Acting was represented by M. de Marsillac, London editor of *Le Journal*, and M. de Maratrou. The delegates were welcomed on the Memorial stage after the performance of *A Midsummer Night's Dream*, and at the conference they were officially greeted by Lord Burnham.

M. de Marsillac said that he wished to give them a message of good will and friendship from France. The hope had been expressed that now that the war was over international relations would start again, and that on the Memorial stage, which was for practically all the peoples of the world, would come representatives from every country, including those of our enemy of yesterday. As a Frenchman he felt confident in agreeing with that, but he trusted that France and England would get to know more of each other. "Many of you," he said, "and chiefly your men, know our country in the tragic circumstances of the last few years. You came to our aid when we, with flesh and blood, opposed to the German war machine, were beginning to yield. You helped us to save our country from the invader, and we love you for it."

Lord Burnham said that in no country had the drama so much to do with intellectual achievement as in France, and he fancied that French patriotism owed a good deal of its glorious texture to the constant reinforcement and stimulation of the French drama. There had always been two schools of thought in regard to the drama, but there were no two schools of thought as to the tremendous importance that the drama was playing in the immediate future. There were no two schools of thought as to the disadvantage and the handicap from which the drama had suffered from the incurable amateurishness of the British mind. There was no difference of opinion that a good training must be training both of the school and of the workshop—to use industrial phraseology. There had always been a great difference between the classical and romantic school. The French tradition was above all classical. He urged the great need of the mutual exchange of French and English actors in order to facilitate a better and more thorough understanding of their national aspirations.

Lord Burnham was made vice-president of the Drama League. A fraternal greeting was received from the Secretary of the Anglo-French Society, who wrote that the Shakespeare Memorial would always be dear to those who worked for the Entente.

motor omnibus routes in rural districts.

On the threshold of the new age, this country ought never to be saddled with the purchase of this antiquated and moribund method of progression.

The big trunk railway routes should be maintained for heavy goods traffic and for the handling of perishable food. The minor lines and the branch routes should be left to stand or fall on the basis of public competition. What the railways want is to eliminate competition.

We must turn to the fresh ideas and new lines of thought which are spreading throughout the world.

There are other fuels besides coal other means of transportation besides stage-coaches on rails. The development of motor traction in the last ten years has incomparably surpassed the early growth of railways.

A single scientific discovery may at any time make motor traction supreme. Resilient roads, a new source of power-energy, some novel and simple type of engine, may effect changes still beyond the range of common thought.

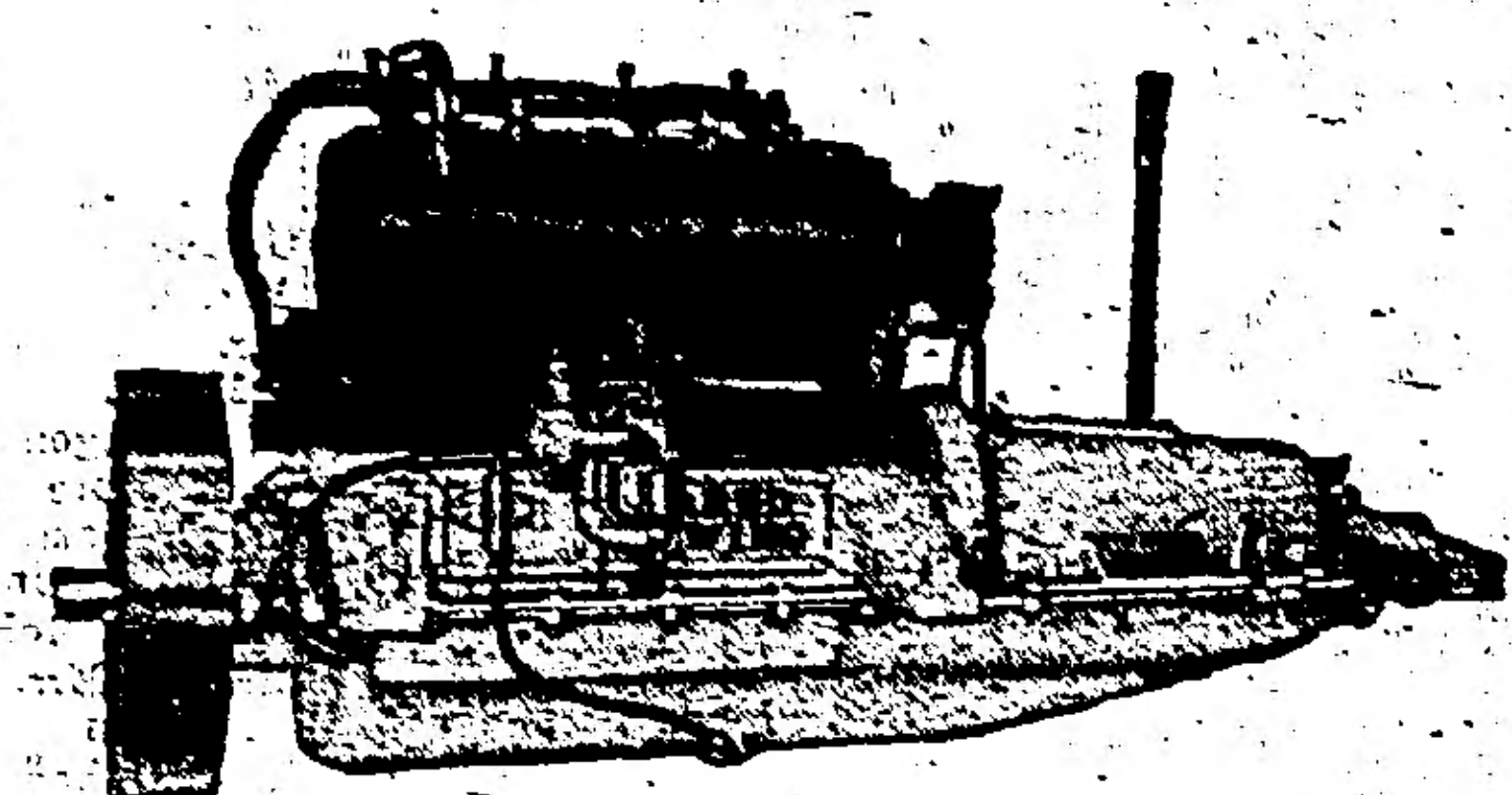
The new generation seeks emancipation. It refuses to travel in grooves. It declines to be tied for ever to rails. It repudiates the costly and insolent claims of coal and of railway locomotion, and the demand of these expiring industries to control the destinies of our country.

As for ending them at the national expense, I advise any Government to put the issue to the vote, and see what the answer would be.

NOTICES.

RED WING THOROBRED

THE MARINE MOTOR WITH POWER TO SPARE



GENERAL DESCRIPTION

This motor is a four cycle, four cylinder L head type motor. In general appearance it is compact and clean cut, yet there has been incorporated the greatest degree of accessibility for such adjustments as daily service requires. Careful design and manufacture under the most rigid system of inspection and final test ensures a motor of extreme refinement, that is quiet, smooth running and powerful with the added and very important feature of economy of operation. The large valves, free intake and exhaust passages and carefully balanced and light weight reciprocating parts make this motor unusually powerful at the slow speeds as well as the higher speeds up to 1400 R.P.M. There is no unpleasant vibration at the high speeds.

In order that this motor shall stand up and have endurance under severe conditions, there have been provided liberal proportions of such features as bearing area, water jacket volume and connecting rod & crank shaft strength. Lubrication is direct and positive. The use of accurately graduated, helical timing gears and entirely enclosed and lubricated push rods, valve springs, etc., make one of unusual silence in operation.

4 MODELS IN STOCK—14 TO 40 HORSE POWER

SHEWAN TOMES & CO. MOTOR DEPARTMENT.

Garage No 7 Russell St. Phone 659.

WISEMAN, LTD

DINNER DANCE

ON Saturday, 11th October 1919.

DINNER \$1.00 DANCE \$1.00

Anyone entering the Dancing Room whether they wish to dance or not, MUST purchase a dance ticket.

Tables for DINNER may be booked. Our dancing room may be hired for private Dances, Masonic Banquets, Evening parties or any other Social Function. Apply to the Manager for terms.

JARDINE, MATHESON & CO., LTD.

ENGINEERS & LAUNCH BUILDERS.

MARINE MOTORS OF ALL POWERS IN STOCK.

Works:—Pootung, Shanghai.
Sole Agencies:—Sterling & Evinrude Motors. Makers "EVO" Motors.

Associated British Machine Tool Makers Ltd.
A.B.C. Boiler Enamel.
Buxton Ltd. (Leather-cloth).
Edgar Allen & Co. Ltd.
(Tool Steels &c.)

"Siroco" Steam Traps, Temperature Regulators &c.
Liquors & Machinery Ltd.
Pulsonner Engineering Co., Ltd.
T. & W. Smith Ltd. (Wire Ropes).
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M. Y. SAN & Co., Ltd.

Manufacturers of "Bee Brand" Biscuits & Candies



HEAD OFFICE:—Nos. 98-100 Queen's Road, Central, Hongkong.
FACTORY:—Nos. 141-145 Wanchai Road, Hongkong.
BRANCHES:—Manila, Singapore, Shanghai & Canton, China.

NOTICES.

YOUR TELEPHONE!

THE OPERATORS AT CENTRAL ARE READY TO SUPPLY YOU WITH QUICK SERVICE: HELP THEM AND YOURSELF BY OBSERVING THE FOLLOWING SIMPLE RULES:—

WHEN CALLING SPEAK SLOWLY AND DISTINCTLY WHEN GIVING YOUR NUMBERS TO THE OPERATORS.

EMPHASIZE THE FIVES AND THE NINES WHEN ANSWERING. ANSWER PROMPTLY AND SAY WHO YOU ARE.

DON'T LET YOUR COOLIE ANSWER FOR YOU.

THE CHINA & JAPAN TELEPHONE & TELEGRAPH COMPANY LIMITED.

Sole Agents
THE
CONNAUGHT
MOTOR CAR
COMPANY.

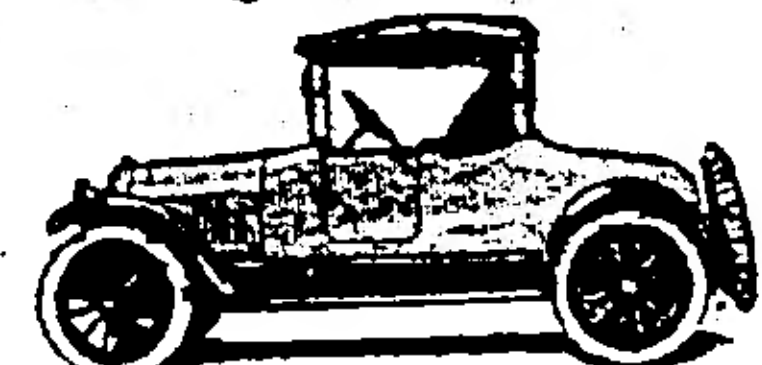
Studebaker

Tel. No. 1913.

28, Des Vœux Rd.

Central.

G.P.O. Box 444.



A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car
At a price within the reach of all.

A Consignment of Studebakers has just been landed.
Inspection and Enquiries are cordially Solicited.

CIGARS CIGARS

JUST ARRIVED FROM HOLLAND A CONSIGNMENT OF
"FLOR DE ROELOFS"

FIRST CLASS DUTCH CIGARS

Apply for quotations and samples
sole Importers

"TRANSMARINA" Trading Company
Hotel Mansions.

JAMES STEER.

9, ICE HOUSE STREET.
WATCHMAKER AND JEWELLER.

CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

TEL. 2877.

TEL. 2877.

SHELL

MOTOR SPIRIT

The Asiatic Petroleum Co. (South China) Ltd

JUST ARRIVED

A large selection of

FILET LACE TABLE COVERS. ROUND & SQUARE.
SWATOW DRAWN WORK & SILK EMBROIDERIES.
ALL KINDS OF LADIES' FANCY GOODS.
FOR WHOLESALE AND RETAIL
PRICES MODERATE.

SWATOW DRAWN WORK CO.,

Tel. No. 2869.

No. 14, Des Vœux Rd. (Ch.)

NOTICE

PEAK TRAMWAYS CO. LTD.

TIME TABLE	WEEK DAYS	Every 15 min.
1.00 a.m.	1.00 a.m.	1.00 a.m.
1.15 a.m.	1.15 a.m.	1.15 a.m.
1.30 a.m.	1.30 a.m.	1.30 a.m.
1.45 a.m.	1.45 a.m.	1.45 a.m.
2.00 a.m.	2.00 a.m.	2.00 a.m.
2.15 a.m.	2.15 a.m.	2.15 a.m.
2.30 a.m.	2.30 a.m.	2.30 a.m.
2.45 a.m.	2.45 a.m.	2.45 a.m.
3.00 a.m.	3.00 a.m.	3.00 a.m.
3.15 a.m.	3.15 a.m.	3.15 a.m.
3.30 a.m.	3.30 a.m.	3.30 a.m.
3.45 a.m.	3.45 a.m.	3.45 a.m.
4.00 a.m.	4.00 a.m.	4.00 a.m.
4.15 a.m.	4.15 a.m.	4.15 a.m.
4.30 a.m.	4.30 a.m.	4.30 a.m.
4.45 a.m.	4.45 a.m.	4.45 a.m.
5.00 a.m.	5.00 a.m.	5.00 a.m.
5.15 a.m.	5.15 a.m.	5.15 a.m.
5.30 a.m.	5.30 a.m.	5.30 a.m.
5.45 a.m.	5.45 a.m.	5.45 a.m.
6.00 a.m.	6.00 a.m.	6.00 a.m.
6.15 a.m.	6.15 a.m.	6.15 a.m.
6.30 a.m.	6.30 a.m.	6.30 a.m.
6.45 a.m.	6.45 a.m.	6.45 a.m.
7.00 a.m.	7.00 a.m.	7.00 a.m.
7.15 a.m.	7.15 a.m.	7.15 a.m.
7.30 a.m.	7.30 a.m.	7.30 a.m.
7.45 a.m.	7.45 a.m.	7.45 a.m.
8.00 a.m.	8.00 a.m.	8.00 a.m.
8.15 a.m.	8.15 a.m.	8.15 a.m.
8.30 a.m.	8.30 a.m.	8.30 a.m.
8.45 a.m.	8.45 a.m.	8.45 a.m.
9.00 a.m.	9.00 a.m.	9.00 a.m.
9.15 a.m.	9.15 a.m.	9.15 a.m.
9.30 a.m.	9.30 a.m.	9.30 a.m.
9.45 a.m.	9.45 a.m.	9.45 a.m.
10.00 a.m.	10.00 a.m.	10.00 a.m.
10.15 a.m.	10.15 a.m.	10.15 a.m.
10.30 a.m.	10.30 a.m.	10.30 a.m.
10.45 a.m.	10.45 a.m.	10.45 a.m.
11.00 a.m.	11.00 a.m.	11.00 a.m.
11.15 a.m.	11.15 a.m.	11.15 a.m.
11.30 a.m.	11.30 a.m.	11.30 a.m.
11.45 a.m.	11.45 a.m.	11.45 a.m.
12.00 p.m.	12.00 p.m.	12.00 p.m.
12.15 p.m.	12.15 p.m.	12.15 p.m.
12.30 p.m.	12.30 p.m.	12.30 p.m.
12.45 p.m.	12.45 p.m.	12.45 p.m.
1.00 p.m.	1.00 p.m.	1.00 p.m.
1.15 p.m.	1.15 p.m.	1.15 p.m.
1.30 p.m.	1.30 p.m.	1.30 p.m.
1.45 p.m.	1.45 p.m.	1.45 p.m.
2.00 p.m.	2.00 p.m.	2.00 p.m.
2.15 p.m.	2.15 p.m.	2.15 p.m.
2.30 p.m.	2.30 p.m.	2.30 p.m.
2.45 p.m.	2.45 p.m.	2.45 p.m.
3.00 p.m.	3.00 p.m.	3.00 p.m.
3.15 p.m.	3.15 p.m.	3.15 p.m.
3.30 p.m.	3.30 p.m.	3.30 p.m.
3.45 p.m.	3.45 p.m.	3.45 p.m.
4.00 p.m.	4.00 p.m.	4.00 p.m.
4.15 p.m.	4.15 p.m.	4.15 p.m.
4.30 p.m.	4.30 p.m.	4.30 p.m.
4.45 p.m.	4.45 p.m.	4.45 p.m.
5.00 p.m.	5.00 p.m.	5.00 p.m.
5.15 p.m.	5.15 p.m.	5.15 p.m.
5.30 p.m.	5.30 p.m.	5.30 p.m.
5.45 p.m.	5.45 p.m.	5.45 p.m.
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6.30 p.m.	6.30 p.m.	6.30 p.m.
6.45 p.m.	6.45 p.m.	6.45 p.m.
7.00 p.m.	7.00 p.m.	7.00 p.m.
7.15 p.m.	7.15 p.m.	7.15 p.m.
7.30 p.m.	7.30 p.m.	7.30 p.m.
7.45 p.m.	7.45 p.m.	7.45 p.m.
8.00 p.m.	8.00 p.m.	8.00 p.m.
8.15 p.m.	8.15 p.m.	8.15 p.m.
8.30 p.m.	8.30 p.m.	8.30 p.m.
8.45 p.m.	8.45 p.m.	8.45 p.m.
9.00 p.m.	9.00 p.m.	9.00 p.m.
9.15 p.m.	9.15 p.m.	9.15 p.m.
9.30 p.m.	9.30 p.m.	9.30 p.m.
9.45 p.m.	9.45 p.m.	9.45 p.m.
10.00 p.m.	10.00 p.m.	10.00 p.m.
10.15 p.m.	10.15 p.m.	10.15 p.m.
10.30 p.m.	10.30 p.m.	10.30 p.m.
10.45 p.m.	10.45 p.m.	10.45 p.m.
11.00 p.m.	11.00 p.m.	11.00 p.m.
11.15 p.m.	11.15 p.m.	11.15 p.m.
11.30 p.m.	11.30 p.m.	11.30 p.m.
11.45 p.m.	11.45 p.m.	11.45 p.m.
12.00 a.m.	12.00 a.m.	12.00 a.m.

NIGHT CARS.
5.30 p.m. to 9.00 p.m., 9.30 p.m. to 11.45 p.m. every 30 minutes.
SATURDAY EXTRA CARS.
12.00 midnight to 1.00 a.m.

WEEK DAYS.

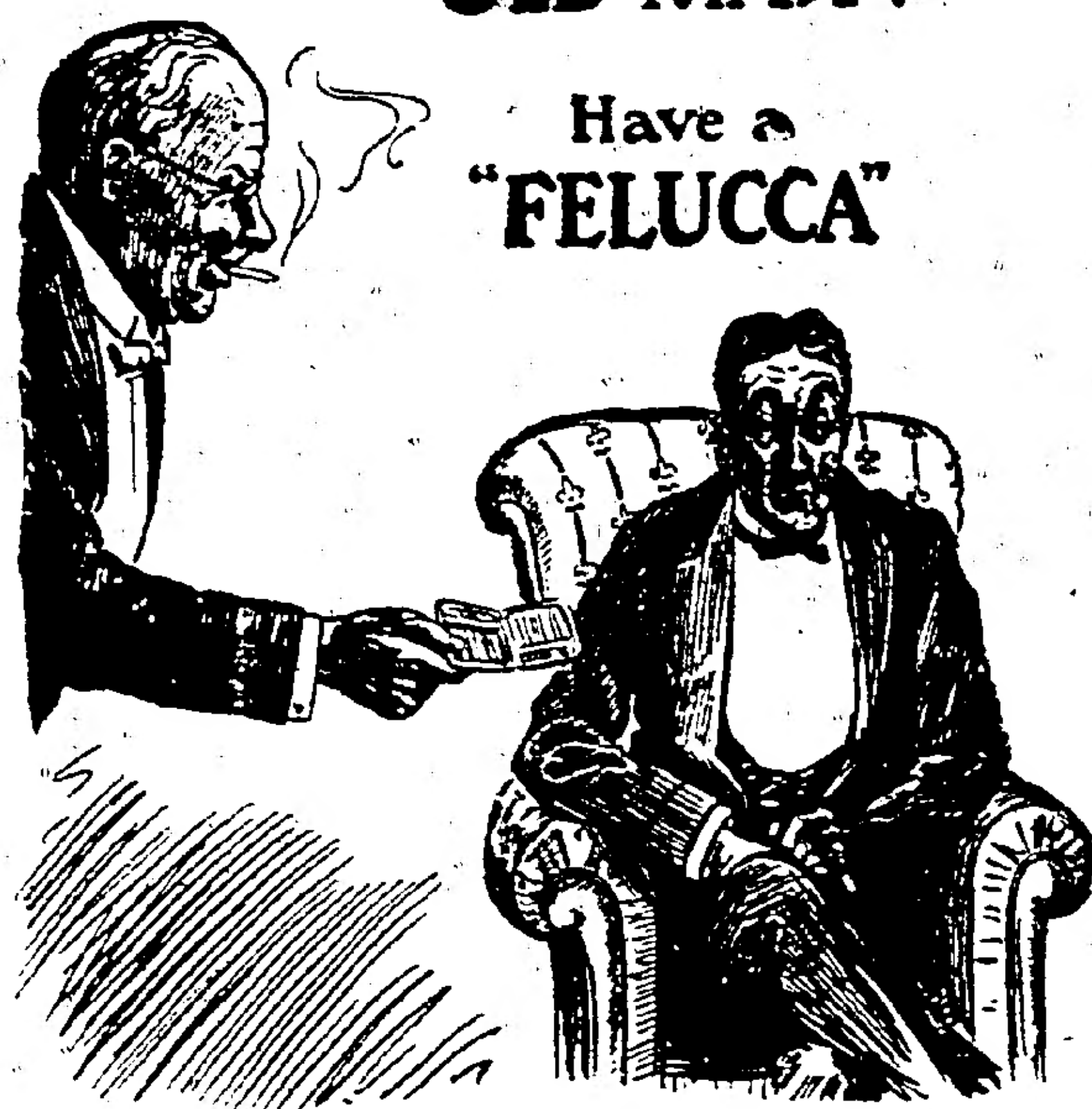
TIME TABLE	WEEK DAYS	Every 15 min.
1.00 a.m.	1.00 a.m.	1.00 a.m.
1.15 a.m.	1.15 a.m.	1.15 a.m.
1.30 a.m.	1.30 a.m.	1.30 a.m.
1.45 a.m.	1.45 a.m.	1.45 a.m.
2.00 a.m.	2.00 a.m.	2.00 a.m.
2.15 a.m.	2.15 a.m.	2.15 a.m.
2.30 a.m.	2.30 a.m.	2.30 a.m.
2.45 a.m.	2.45 a.m.	2.45 a.m.
3.00 a.m.	3.00 a.m.	3.00 a.m.
3.15 a.m.	3.15 a.m.	3.15 a.m.
3.30 a.m.	3.30 a.m.	3.30 a.m.
3.45 a.m.	3.45 a.m.	3.45 a.m.
4.00 a.m.	4.00 a.m.	4.00 a.m.
4.15 a.m.	4.15 a.m.	4.15 a.m.
4.30 a.m.	4.30 a.m.	4.30 a.m.
4.45 a.m.	4.45 a.m.	4.45 a.m.
5.00 a.m.	5.00 a.m.	5.00 a.m.
5.15 a.m.	5.15 a.m.	5.15 a.m.
5.30 a.m.	5.30 a.m.	5.30 a.m.
5.45 a.m.	5.45 a.m.	5.45 a.m.
6.00 a.m.	6.00 a.m.	6.00 a.m.
6.15 a.m.	6.15 a.m.	6.15 a.m.
6.30 a.m.	6.30 a.m.	6.30 a.m.
6.45 a.m.	6.45 a.m.	6.45 a.m.
7.00 a.m.	7.00 a.m.	7.00 a.m.
7.15 a.m.	7.15 a.m.	7.15 a.m.
7.30 a.m.	7.30 a.m.	7.30 a.m.
7.45 a.m.	7.45 a.m.	7.45 a.m.
8.00 a.m.	8.00 a.m.	8.00 a.m.
8.15 a.m.	8.15 a.m.	8.15 a.m.
8.30 a.m.	8.30 a.m.	8.30 a.m.
8.45 a.m.	8.45 a.m.	8.45 a.m.
9.00 a.m.	9.00 a.m.	9.00 a.m.
9.15 a.m.	9.15 a.m.	9.15 a.m.
9.30 a.m.	9.30 a.m.	9.30 a.m.
9.45 a.m.	9.45 a.m.	9.45 a.m.
10.00 a.m.	10.00 a.m.	10.00 a.m.
10.15 a.m.	10.15 a.m.	10.15 a.m.
10.30 a.m.	10.30 a.m.	10.30 a.m.
10.45 a.m.	10.45 a.m.	10.45 a.m.
11.00 a.m.	11.00 a.m.	11.00 a.m.
11.15 a.m.	11.15 a.m.	11.15 a.m.
11.30 a.m.	11.30 a.m.	11.30 a.m.
11.45 a.m.	11.45 a.m.	11.45 a.m.
12.00 p.m.	12.00 p.m.	12.00 p.m.
12.15 p.m.	12.15 p.m.	12.15 p.m.
12.30 p.m.	12.30 p.m.	12.30 p.m.
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1.45 p.m.	1.45 p.m.	1.45 p.m.
2.00 p.m.	2.00 p.m.	2.00 p.m.
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2.30 p.m.	2.30 p.m.	2.30 p.m.
2.45 p.m.	2.45 p.m.	2.45 p.m.
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3.30 p.m.	3.30 p.m.	3.30 p.m.
3.45 p.m.	3.45 p.m.	3.45 p.m.
4.00 p.m.	4.00 p.m.	4.00 p.m.
4.15 p.m.	4.15 p.m.	4.15 p.m.
4.30 p.m.	4.30 p.m.	4.30 p.m.
4.45 p.m.	4.45 p.m.	4.45 p.m.
5.00 p.m.	5.00 p.m.	5.00 p.m.
5.15 p.m.	5.15 p.m.	5.15 p.m.
5.30 p.m.	5.30 p.m.	5.30 p.m.
5.45 p.m.	5.45 p.m.	5.45 p.m.
6.00 p.m.	6.00 p.m.	6.00 p.m.
6.15 p.m.	6.15 p.m.	6.15 p.m.
6.30 p.m.	6.30 p.m.	6.30 p.m.
6.45 p.m.	6.45 p.m.	6.45 p.m.
7.00 p.m.	7.00 p.m.	7.00 p.m.
7.15 p.m.	7.15 p.m.	7.15 p.m.
7.30 p.m.	7.30 p.m.	7.30 p.m.
7.45 p.m.	7.45 p.m.	7.45 p.m.
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8.15 p.m.	8.15 p.m.	8.15 p.m.
8.30 p.m.	8.30 p.m.	8.30 p.m.
8.45 p.m.	8.45 p.m.	8.45 p.m.
9.00 p.m.	9.00 p.m.	9.00 p.m.
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9.30 p.m.	9.30 p.m.	9.30 p.m.
9.45 p.m.	9.45 p.m.	9.45 p.m.
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10.15 p.m.	10.15 p.m.	10.15 p.m.
10.30 p.m.	10.30 p.m.	10.30 p.m.
10.45 p.m.	10.45 p.m.	10.45 p.m.
11.00 p.m.	11.00 p.m.	11.00 p.m.
11.15 p.m.	11.15 p.m.	11.15 p.m.
11.30 p.m.	11.30 p.m.	11.30 p.m.
11.45 p.m.	11.45 p.m.	11.45 p.m.
12.00 a.m.	12.00 a.m.	12.00 a.m.

NIGHT CARS.
5.30 p.m. to 9.00 p.m., 9.30 p.m. to 11.45 p.m. every 30 minutes.
SATURDAY EXTRA CARS.
12.00 midnight to 1.00 a.m.

WEEK DAYS.

by arrangement with the Company's Office
Alexandre Buildings, Des Voeux Road.
JOHN D. HUMPHREYS & SON

NOTICES.

DON'T GROUSE
OLD MAN!

This advertisement is issued by British-American Tobacco Co., (China) Ltd.

TO-DAY'S SHARE
QUOTATIONS.

OFFICIAL PRICES

Banks.	
H.K. & S. Banks n.	\$570
Marine Insurances.	
Cantons b.	440
North China b.	\$200
Unions s.	215
Yangtzes n.	270
Far Easterns b.	23
Fire Insurances.	
China Fires n.	133
H. K. Fires b.	345
Shipping.	
Douglases n.	82
Steamboats n.	249
Indos (Pref.) n.	32
Indos (Def.) n.	195
Shells b.	185
Ferries n.	34
Refineries.	
Sugars n.	177
Malabons n.	46
Mining.	
Kailans b.	75
Langkats b.	194
Shanghai Loans b.	194
Shai Explorations b.	210
Raubs n.	38/9
Tronchs b.	47/6
Ural Caspians n.	47/6
Docks, Wharves, Godowns, &c.	
H.K. Wharves sa.	112
K. Docks s.	177 ex div.
Shai Docks s.	121
N. Engineerings n.	\$29
Lands, Hotels & Buildings.	
Centrals n.	109 1/2
H.K. Hotels n.	120
L. Invest. sa.	120
H. Phreys Est. n.	9 1/2
K'loon Lands n.	45
L. Reclamations n.	175
West Points n.	90
Cotton Mills.	
Ewos b.	\$375
Kung Yiks b.	\$34
Lau Kung Mows n.	\$250
Orientalis n.	\$120
Shai Cottons b.	\$250
Yangtzepeeps b.	\$17 1/2
Miscellaneous.	
Cements n.	7 1/2
China Borneos n.	12 1/2
Do. Light b. old 7 1/2 new 5 1/2	
China Providents s.	8 1/2
Dairy Farms s.	27 1/2
Electric H. K. s.	84
Electric Macao n.	34
Hongkong Ropes b.	29 1/2
Hk. Tramways s.	8 1/2
Peak Trams, old s.	7
Do. new n.	80 cts.
Steam Laundries b.	3 1/2
Steel Foundries b.	10
Water-boats s.	15 1/2
Watsons b.	6.10
Wm. Powells b.	12
Wisemans b.	29

NOTICE.

MITSUBISHI SHoji
KAISHA, LTD.

(MITSUBISHI TRADING CO.)
COAL, GENERAL IMPORTS AND

EXPORTS.
SOLE PROPRIETORS OF
YAMAGUCHI, OCHI, MUTSU, KISHIMOTO,
YOSHINOYAMA, NIKKO, KAWAMURA, SAKO,
KANADA, SHIMIZU, KAWAMURA, SAKO,
AND OTUBARI COAL MINES.
Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:—NAGASAKI, KANAGAWA, YAMAGUCHI, KURE, KOBE, OSAKA, TSURUGA, NAGOYA, YOKOHAMA, TOKYO, HAKODATE, MURORAN, OTARU, VLADIVOSTOK, PEKING, TIENTSIN, Dairen, TSHANPU, HANKOW, SHANGHAI, TAIPPEI, HONGKONG, CANTON, HAIPHONG, MANILA, SINGAPORE, CALCUTTA, LONDON & NEW YORK.

Cable Address:—

Hongkong:—"IWASAKI"

Canton, Haiphong:—"IWASAKI"

Codes:—AL, A.B.C. 3TH ED.
Western Union and Bentley's
AGENCY FOR:—THE OSAKA
MARINE AND FIRE INSURANCE
CO., LTD., OSAKA.

For Particulars Apply to:—
S. SAYEKI, Manager,
No. 11, Pedder Street, Hongkong.

ASAHI BEER



AGENTS
Mitsui Bussan Kaisha.

ENTERTAINMENTS.

THE
VICTORIA.

TO-NIGHT!

Episodes 11 & 12

OF

"THE LIGHTNING RAIDER"

AND

ANOTHER HILARIOUS LLOYD COMIC.

TO-DAY'S MATINEE.

DAUNTLESS PEARL WHITE IN

"THE FATAL RING"

EPISODES 1 & 2.

TEL. NO. 1743. **THE CORONET** TEL. NO. 1743.

To-night 5.15 & 9.15 P.M. To-night

PARAMOUNT ART CRAFTS BIG
PRODUCTION

"SPORTING LIFE"

IN 7 PARTS.

Usual Prices. Booking at ROBINSON'S.

HOTELS.

THE HONGKONG HOTEL CO., LTD.

OPERATING:—

THE HONGKONG HOTEL,

HOTEL MANSIONS,

THE REPULSE BAY HOTEL.

(To be opened 1st January, 1920.)

J. H. TAGGART,
Manager.

KINGSCLERE HOTEL MID-LEVEL
CRAIGIEBURN HOTEL THE PEAK
KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co., General Agents
Are resident Managers.

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Wilson, at 11, Ice House Street in the City of Victoria, Hongkong.

SHIPPING.

VESSELS ARRIVED.

The s.s. PAOTING, (Capt. Ritchie) arrived from Hongkong this morning with 2,000 tons of coal for Hongkong.—Mooring, B 32.

The s.s. TEAN, (Capt. Scott) arrived from Tsingtao via Swatow yesterday with 250 tons of general cargo, 10 European passengers & 97 bags of mails.—Mooring, C 36.

The s.s. BATAVIA, (Capt. Lepretre) arrived from Shanghai yesterday with 1,491 tons of general cargo & 1 European passenger.—Mooring, A 23.

The s.s. KATSURA MARU, (Capt. Yamamoto) arrived from Batavia yesterday with 1,848 tons of sugar for Hongkong.—Mooring, No. 39 buoy.

CLEARANCES.

The s.s. KASHIMA MARU, (Capt. Sako) sailed for Whampoa at 6 a.m. to-day with a cargo of coal.

The s.s. TAKENO MARU, (Capt. Ogawa) sailed for Keelung this morning. She takes no cargo.

The s.s. MURETO, (Capt. Takeno) sailed for Tokuyama at 6 p.m. yesterday with a cargo of coal.

The s.s. SUNNING, (Capt. Benson) sailed for Shanghai at noon to-day with 1,000 tons of general cargo & 6 European passengers.

The s.s. PAOTING, (Capt. Ritchie) sails for Canton at 5.30 p.m. to-day with a cargo of coal.

The s.s. KUNGHONG, (Capt. Chanchai) arrived from Shanmi yesterday with 25 tons of general cargo & one bag of mails.—Mooring, Kwong Wing Wharf.

The s.s. MOHON, (Capt. Leichovetsky) arrived from Saigon yesterday with 1,000 tons of salt for Hongkong. At anchor.

The s.s. NAM KAM, (Capt. Thirlwell) sails for Hongkong at 8 a.m. to-morrow with 50 tons of general cargo.

POST OFFICE.

INWARD MAILS.

Japan & U.S.A.—Per MANILA MARU, 9th Oct.

Shanghai—Per SUIYANG, 10th Oct.

Europe via Negapatam—Per STENTOR, 11th Oct.

Manila—Per NAGATA MARU, 11th Oct.

Manila and Australia—Per ST. ALBANS, 13th Oct.

Straits—Per SHINYO MARU, 14th Oct.

Manila and Australia—Per AKI MARU, 17th Oct.

Straits—Per TOTOMI MARU, 17th Oct.

Straits—Per TAMBA MARU, 18th Oct.

OUTWARD MAILS.

TO-MORROW.

Macao—Per SUI AN, 10th Oct., 8.30 a.m.

Hoihow & Straits—Per CHANG CHOW, 10th Oct., 9 a.m.

Fort Bayard, Hoihow & Haiphong—Per HANOI, 10th Oct., 9 a.m.

Haiphong—BATAVIA, 10th Oct., 11 a.m.

Formosa via Keelung—Per KATSURA MARU, 10th Oct., noon.

Swatow, Amoy & Foochow—Per HAITAN, 10th Oct., 1 p.m.

Philippine Islands—Per YUEN SANG, 10th Oct., 2 p.m.

Japan via Kobe—Per YAT-SHING, 10th Oct., 4 p.m.

Macao—Per CHUN CHOW, 10th Oct., 4.30 p.m.

SATURDAY, 11TH OCTOBER.
Formosa via Takao—Per SHISEN M., 11th Oct., 9 a.m.

Straits, Bangkok and Calcutta—Per CHAKSANG, 11th Oct., 10 a.m.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per NILE, 11th Oct., Reg. 9.45 a.m. Letters 10.30 a.m.

Macao—Per SUI TAI, 11th Oct., 1.30 a.m.

Shanghai and North China—Per STENTOR, 11th Oct., 2 p.m.

Shanghai and North China—Per TEAN, 11th Oct., 3 p.m.

Java & Port Moresby via Sourabaya—Per ARIAKE MARU, 11th Oct., 3 p.m.

Macao—Per CHUN CHOW, 11th Oct., 4.30 p.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt, and EUROPE via SUEZ—Per TITAN, 11th Oct., 5 p.m.

The Parcel Mail will be closed on Saturday, 11th Oct., at 5 p.m.

SUNDAY, 12TH OCTOBER.
Macao—Per SUI AN, 12th Oct., 8.30 a.m.

Swatow, Amoy and Formosa via Takao—Per SOSHU MARU, 12th Oct., 9 a.m.

MONDAY, 13TH OCTOBER.
Macao—Per CHUN CHOW, 13th Oct., 4.30 p.m.

TUESDAY, 14TH OCTOBER.
Swatow and Bangkok—Per CHUSAN, 14th Oct., 9 a.m.

Philippine Islands, Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via VICTORIA B.C.—Per KATORI MARU, 14th Oct., Reg. 8.45 a.m. Letters 9.30 a.m.

Swatow, Amoy and Foochow—Per QUINNEBAUG, 14th Oct., 11 a.m.

Formosa via Keelung—Per AMAKUSA MARU, 14th Oct., 11 a.m.

Shanghai and North China—Per SUIYANG, 14th Oct., 11 a.m.

METEOROLOGICAL.

Previous.	
Day	On date On date
at p.m.	at p.m. at p.m.
Barometer	29.90 29.92 29.90
Temperature	81 76 80
Humidity	54 71 63
Wind direction	E.S.E. N.E. E
Force	3 3 3
Weather	b. o. o
Rain	0.00 0.00 0.00
High and low air temperatures on the coast	8th 9th
Current	9th 7th
H.K. Observatory, Oct. 9, 1919.	
T. F. CLAXTON, Director.	

Hongkong, Oct. 9, 1919.

WEATHER REPORT.

October 9d. 17th. 20m.—No returns from Vladivostok, Japan or Formosa. Pressure has increased slightly over N.E. China, and decreased slightly over Indo-China and Luzon.

* In anticyclone i central near Shanghai.

A depression is shown to the east of Luzon.

Fresh monsoon may be expected along the south east coast of China and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.75 inch. Total since January 1st, 70.32 inches against an average of 78.08 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast

1 Hongkong to Gap Rock, N.E. winds, fresh, fair.

2 Formosa Channel, N.E. winds, strong.

3 South coast of China (between H.K. and Lamook) as No. 1. The same

4 South coast of China (between H.K. and Hainan) as No. 1. The same

T. F. CLAXTON, Director.

Hongkong Observatory, Oct. 9, 1919.

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